四拜禮

THE UNITED ABBRETOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS CO. LIMITED, LONDON. DODWELL & CO. LIMITED. General Managers.

THIRTY DOLLARS

PER ANNUM.

ILOILO, PHILIPPINE ISLANDS.

ESTABLISHED 1881. THURSDAY, SEPTEMBER 12, 1901.

Banks.

NEW SERIES No. 1930. 日十三月七年七十二精光

JOKOHAMA SPECIE'BANK, LIMITED. \*ESTABLISHED 1880.

CAPITAL SUBSCRIBED ......Yen 24,000,000 CAPITAL PAID-UP ..... CAPITAL UNCALLED...... RESERVE FUND 8,310,000

Head Office: YOKOHAMA.

Branches and Agencies. TOKIO. LONDON. NAGASAKI. NEW YORK. SAN FRANCISCO, HONOLULU. SHANGHAL. BOMBAY. , NEWCHWANG. TIENTSIN.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, Ld. PARŘS' BANK, Ld. 🦠 THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED. Non Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,

Houghong, 17th April, 1901.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896. - Shanghai Taels. SUBSCRIBED CAPITAL ..... 5,000,000 PAID-UP CAPITAL ..... 2,500,000

Head Office: -SHANGHAI. Branches and Agencies. CANTON. PENANG. CHEFOO. CHINKIANG. SINGAPORE. CHUNKING. TIENTSIN. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months

Hongkong, 1st January, 1901. AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-

NTEREST ALLOWED on CURRENT DEUTSCHE BANK (BERLIN), LONDON AGENCY ACCOUNT at the Rate of 2 per cent, pe annum on the Daily Balances On Fixed Deposits for 12 months .... 4 per cent.

Hangkong, 9th July, 1901.

LI ONGKONG AND SHANGHAI BANKING CORPORATION. RESERVE FUND.

Sterling Reserve.....\$10,000,000 \$13,750,000, Silver Reserve .....\$ 3,750,000 \$13,750,000, RESERVE LIABILITY OF PROPTORS.\$10,000,000 COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman. Hon. J. J. BELL-IRVING, Deputy Chairman. N. A. Sicbs, Esq. D. M. Moses, Esq. H. W. Slade, Esq. A. J. Raymond, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq.

Paul Witkowski, Esq. H. Schübart, Esq. CHIEF MANAGER : Hongkong-Sir Thomas Jackson. MANAGER: Shanghai-H. M. BEVIS, Esq. LONDON BANKERS-LONDON AND COUNTY

BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON, Chief Manager.

HONGKONG SAVINGS BANK.

Hongkong, 17th August, 1901.

HE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 32 PER

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, '

T. JACKSON, Chief Manager. Hongkong, 4th October, 1900.

THE NATIONAL BANK OF CHINA LIMITED.

Authorised Capital......£1,000,000 HEAD OFFICE:-HONGKONG. Board of Directors :--Chan Kit Shan, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. | J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLÄYFAIR.

Interest for 12 months Fixed ..... 5 % Hongkong, 20th December, 1899. TEUTSCH ASIATISCHE BANK.

HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS: BERLIN. Branches.: Hankow

Calcutta Tsingtau (Kiautschou) LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, Union Bank of London, Ltd.

DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. . E. F. GROS,

Acting Manager. Hongkong, 29th August, 1901.

Intimations.

## DEPARTMENT.

Special Offer for Two Months only of our Surplus Stock of Autumn Suitings at the following exceptional prices.

FLANNEL LOUNGE SUITS- ---TWEED' AND CASHMERE SUITS - - \$29 BLUE SERGE SAC SUITS ----- \$30 WORSTED AND ANGOLA SUITS - - - \$33 BLACK TWILL DRESS SUITS - -- - \$45

# LANE, CRAWFORD & CO.

Hongkong, 12th September, 1901.

Fr. BLUNCK,

SILK LACE MANUFACTURER EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG

OLD MATURED

FROM THE FAMOUS THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT! Hongkong, 22nd July, 1901.

#### Intimations.

#### BEEF TEA versus BOVRIL.

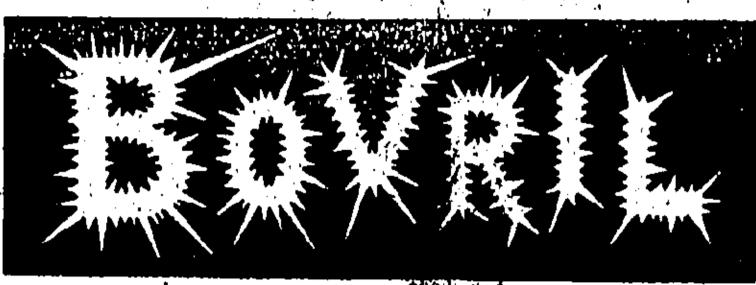
#### BEEF TEA.

"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to extractum carnis, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

> BARON LIEBIG. Discoverer of Liebig's Extract, in The Lancet, Nov. 11, 1865.

BOYRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh -as all Meat Extracts and Beef Teas dobut sulso the nourishing properties of flesh which Meat Extracts and Beef Teas do not This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovrit. 6000 10



## ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS'IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER. SUPERINTENDENT ......ARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.



(OR MITSUI & CO.) HEAD OFFICE:-43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE:-34, LIME STREET, E.C. HONGKONG OFFICE:--6, Ice House Street.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka. Koba, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Impetial Inpanese Navy, Arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines.
SOLE AGENTS for Fukumo, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines. N. INUZUKA, Manager.

Hongkong, 1st August, 1901.

LAST DAYS OF SALE.

# beg to announce that

FRIDAY, 13TH SEPTEMBER AND SATURDAY, 14TH SEPTEMBER, are the last two days of their great bargain sale.

All sale goods will be offered at Half Price up till 2 p.m., on Saturday, the 14th instant. R. G. HECKFORD,

Manager.





WINE AND SPIRIT MERCHANTS,

15, Queen's Road. Hongkong, 12th September, 1901.

SIMPLE ÆRATED WATER. LEMONADE.

SARSAPARILLA.

TONIC WATER

RASPBERRYADE

SODA WATER.

GINGER ALE.

LEMON SQUASH,

SPECIAL TERMS to Hotels Clubs, Messes and otherlarge Consumers.

Mails.

號二十月九英港香

#### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

SHANGHAI ...... Palawan ...... J. Chellew, R.N.R..... About 14th Sept. .... Freight or Passage. LONDON, &c..., Parramatta\* R. T. Cook, R.N.R. ... Noon, 14th Sept. ... Freight or Passage. YOKOHAMA! ... Ceylon† ......W. Hayward, R.N.R... About 21st Sept. ... Freight or Passage.

\* (See Special Advertisement). † (Passing through the Inland Sea). I Vid SHANGHAI and KOBE.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent

. NORDDEUTSCHER LLOYD

HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES. PRINZ HEINRIGH.......WEDNESDAY, 18th September. PREUSSEN.......WEDNESDAY, 2nd October. HAMBURG, Hamburg-Amerika Linie ......WEDNESDAY, 16th October. SACHSEN

WEDNESDAY, 30th October.

KIAUTSCHOU, Hamburg-Amerika Linie WEDNESDAY, 13th November.

BAYERN

WEDNESDAY, 27th November. STUTTGART:.....WEDNESDAY, 11th December. SACHSEN .......WEDNESDAY, 5th March, 1902. .

N WEDNESDAY, the 18th day of September, 1901, at Noon, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and

Shipping Orders will be granted till NOON, on MONDAY, the 16th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 17th instant. Contents of Packages are required. No l'arcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

. For further Particulars, apply to

Hongkong, 11th September, 1901.

MELCHERS & CO.,

**Hotels**.

# HONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56, For Terms, &c., apply to the

Hongkong, and July, 1900.

MANAGER.

WINE, SPIRIT AND CIGAR MERCHANTS.

DIRECT IMPORTERS ALHAMBRA CIGAR, KIRIN" BEER.

HARVEY'S OLD VINTAGES.

#### Untimations.

WHAT TO DRINK! AND THE TIME TO DRINK IT

Before Breakfast.

CHAMPAGNE BITTERS

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

SHERRY.

 $\cdot$  Before Dinner.  $\cdot$ 

THE SAME.

At other times and at all times Champagne Bitters and Whiskey is

Stick to this advice and you'll never know you have a liver.

# LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901." GREEN ISLAND CEMENT COMPANY, LIMITED.

#### PORTLAND CEMENT.

85.50 P Cask of 375 lbs. Net ex Factory. \$3.30 P Bag of 250 lbs. . SHEWAN, TOMES & CO., General Managers. Hongkong, 1st June, 1001.

To-day's Advertisements.

WANTED A N INDIAN or PARSEE, at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40.

Apply by letter, to

RALLEN GHEE. Clo Hongkong Telegraph. Hongkong, 12th September, 1901. / [1008] WANTED IMMEDIATELY CLERK of Works for Building at Wuchow. Apply by Letter only, stating Experience, Salary required, and reference to

W. HARRIS, Hongkong Hotel. Hongkong, 12th September, 1901, [1009C DOUGLAS STEAMSHIP COMPANY,

LIMITED. 🖋 FOR SWATOW, AMOY AND TAMSUL

THE Company's Steamship " HAIMUN," Captain Passmore, will be despatched for the

above Ports, on SATURDAY, the 14th instant, For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

General Managers. Hongkong, 12th September, 1901. "SHIRE" LINE. FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship

"RADNORSHIRE;" Captain Bindloss, will be despatched for the above Ports, on SATURDAY, the 14th instant,

For Freight or Passage, apply to SHEWAN, TOMES & CO.,

Hongkong, 12th September, 1901 FOR YOKOHAMA AND KOBE. THE N.D.L. Steamship

"KONIGSBERG." Captain Christiansen, will be despatched for the above Ports, on SATURDAY, the 14th instant, at 5 P.M. This Steamer has Superior Accommodation

for First and Second Class Passengers and carries a Doctor and a Stewardess. . For Freight or Passage, apply to HAMBURG-AMERIKA, LINIE,

Hongkong Office. Hongkong, 12th September, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship Captain Mitis, will leave for the above places,

on THURSDAY, the 19th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co.,

Agents. Hongkong, 12th September, 1901.

## A. CHEE & Co.

17A, Queen's Road, Central. ESTABLISHED 1859.

#### FURNITURE DEALERS: IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated. Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hötels in Hongkong. Hongkong, 25th July, 1901.

#### TROPICAL DISEASES, with 11 Illustrations and two coloured Plates, by Dr. Patrick

THE ARROW WAR WITH CHINA, by Chas. THE EXPANSION OF TRADE IN CHINA, by T. H. Whitehead ...... 0.70 THE TRIAD SOCIETY OF HEAVEN AND EARTH ASSOCIATION, by W. Stanton., 3.50 A JAPANESE MARRIAGE, by Douglas

Sladen ..... 1.25 TRANSACTIONS OF THE KOREA BRANCH OF THE ROYAL ASIATIC SOCIETY, Vol. 1 ...... 3.25 FRIEND TOMMY AND OTHER TOPICS, by

TRADE AND SHIPPING OF SOUTH-EAST ASIA ..... 0.80

WALSH, LD. BOXING, THE MODERN SYSTEM VOF GLOVE FIGHTING, by Capt. W. Edge-

worth Johnstone ......\$1.75 .) "HELLESPONT" ON BRIDGE ............. 3.00 MURRAY'S HANDBOOK OF TRAVEL TALK in English, French, German and ESSAYS AND ESSAY WRITING, by A. W.

Ready..... 2.25 MUSCLE, BRAIN, AND DIET, A PLEA FOR SIMPLER FOODS, by E. H. Miles ..... 2.25 UNDER THE DRAGON FLAG, Experiences in the Chino-Japanese War, by

James Allan ...... 1.50 THE CHILD, HIS NATURE AND NURTURE,

by W. B. Drummond ...... 1.00 Joss Chinchinjoss ...... 1.00 PEARS ENCYCLOPEDIA...... 0.70 "WITH STODDART'S TEAM IN AUSTRA-LIA, by Prince Ranjitsinhji ....... 1.25

# ROBINSON PIANOFORTE CO.,

LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music. Hongkong, 2nd September, 1901.

\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

12, QUEEN'S ROAD.

To-day's Advertisements.

SANITARY BOARD OFFICE.

Honokong. THE Services of a EUROPEAN under-35 years of age of fair education are required immediately as a TEMPORARY NSPECTOR OF NUISANCES.

The Salary including Rent Allowance will be Stot a month. For further Particulars apply personally to the MEDICAL OFFICER OF HEALTH at the Offices of the Sanitary Board, Beaconsfield Arcade.

G. A. WOODCOCK,

Hongkong, 12th September 1901. NOTICE.

TERSONS having any Claims against or Owing Money to the Estate of the late E. H. JOSEPH are hereby requested to send in Notifications of same, on or before the 30th inst., to No. 1, Ice House Road. Any Claims after that date will not be 're-

Hongkong, 12th September, 1901. [10100 FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"KÖNIGSBERG," Captain Christiansen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be

subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 12th September, 1901.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. FROM MUDDLESBOROUGH, ANTWERP

LONDON, POINT SAID, COLOMBO AND SINGAPORE. THE Company's Steamship

"AWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the

goods are landed. Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 18th instant, wil

be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godowns and Notice of same sent to this

Office before the 21st instant, or claims in

connection therewith will not be recognised. NIPPON YUSEN KAISHA. Hongkong, 12th September, 1901. [10130

Untimation.

WATSON & Co.,

LIMITED.

THE LEADING MANUFACTURERS

ESTABLISHED A.D. 1841.

# ÆRATED

IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR

A perfect System of Filtration is guaranteeing\_Absolute purity.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manu-

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A.R. WATSON & CO. LIMITED. THE HONGKONG DISPENSARY. Hongkong

(he Hongkong Celegraph

HONGKONG, THURSDAY, SEPTEMBER 12, 1901.

## NOTES AND COMMENTS.

It is rather amusing to note that during

Wireless Telegraphy.

the French naval manœuvres a vessel of that nationality fell foul of a British warship, and went on gaily sonding and receiving messages for some time by means of wireless telegraphy before it was discovered that it was not a French ship with which she was in communication. Had a state of war existed with France at the time, it might well have happened that the British warship would have picked up some valuable information, and it is not surprising that the French see the necessity for adopting some cipher when sending messages between ships by means of wireless telegraphy. One thing, however, seems very plain, and that is that wireless telegraphy, if universally adopted, will be very liable to betray the presence of an enemy or vice versa. Even if a code is adopted it will only serve to prevent messages being read by a hostile vessel, and the mere fact of receiving a message which was unintelligible would serve to show the receiving ship that a suspicious stranger, possibly an enemy, was in the vicinity. This being the case, it will evidently be impossible to use wireless' telegraphy if a surprise is intended, for a squadron using this means of communication between ships would be betrayed to the enemy long before it came within the range of vision. There is one comfort, however, and that is that the disadvantages of telegraphy of this description will be fully appreciated by both sides and thus matters will be equalized.

The Navy.

From all accounts the late naval manœuvres held in the English Channel have awakened the general public to the faci which we, who have ships and shipping con stantly before us, have so long appreciated, that Britain's very existence depends upon her navy and that unless it is kept up to its requisite strength we must inevitably go to the wall so soon as we become involved in a war with a naval Power of equal force. The manœuvres of this year have plainly demonstrated that with the force at our dis posal we cannot hope to keep command of the English Channel, and if we cannot control what has been previously regarded by us as a British canal it looks very much as though our chance of protecting our commerce would be comparatively slight. It must not be forgotten that one hostile cruiser can do incalculable damage to our mercantile marine and that two three, if allowed to have the run of one of our trade routes, could practically cut off our communications. What this would mean is better imagined than described. If we could not spare sufficient ships to render the coean highways comparatively safe it would mean that our food supply would be interrupted or would be at precarious, and thus Britain would be practically starved out in a very short time.

trust that the lesson of the manœuvres will not be allowed to sink into oblivion, but that steps will be taken to lay down immediately the extra cruisers which we so sorely need. Nobody, we think, except a few Little Engwould dare to grudge the Government funds necessary for an increase of the fleet, and we hope to see that adequate provision for a large building programme has been made in the next Naval Estimates. If this is not done then the Navy League and the Public must come to the rescue and by presistent agitation bring about the desired

## REUTER'S TELECRAMS. PRESIDENT MCKINLEY.

London, September 10th. This evening's bulletin states that President McKinley's condition continues favourable.

THE COMMAND IN NATAL. General Lyttleton assumes command of

the troops in Natal. THE CHINA SQUADRON.

Rear-Admiral Henry Tremenheere Grensell, C. M. G. succeeds Rear-Admiral Sir James Andrew T. Bruce, K. C. M. G. as second in command on the China station.

#### LATER. PRESIDENT MCKINLEY.

President McKinley's condition continues eminently satisfactory. Unless complications develop, a rapid convalescence is expected.

THE CHARGE AGAINST KRAUSE. On the re-appearance of Krause at Bow Street, the Treasury announced a fresh charge of incitement to murder. The pri soner was remanded pending the arrival of the necessary papers.

#### QUARANTINE.

Messrs. Lamke and Rogge courteously inform us that they are in receipt of the following telegram from Messrs. Wm. G. Hale and Company, of Saigon :---"Quarantine is reduced to one day's obser-

vation passengers prohibited."

#### LOCAL AND GENERAL.

THE GERMAN MAIL of the 9th August was delivered in London on the 10th instant.

THE D. P. W. may be interested to learn that Chatef Road, Kowloon, is in as disgraceful a state as ever. Kowloonites pay taxes, but they seem to get very little, in return for them, except neglect

COTTAM & CO'S LATEST SHAPES LINEN COLLARS

NEWS FROM THE WEST RIVER is by no means reasguring. Armed robberies are on the increase, many outrages having been reported lately. There is a feeling of unrest, many of the people bitterly resenting the new house-tax.

TWO WATER-CARTS were in evidence this morning on the Praya. It is to be hoped that there will be no breakdown occur during the coming dry and dusty weather, for the next few months are those in which a good sprinkling of the streets is most needed.

REAR ADMIRAL Harry Tremenheere Grenfell, C.M.G., was promoted to flag rank on the 3rd March last year. He is considered to be a very smart officer and was, if we recollect aright, out here in one of the old corvettes of the Cordelia class. In 1897 he was Captain of the battleship Trafalgar, the flagship of the Second-in-Command in the Mediterranean.

THE PRIVATE RICKSHA COOLIE is said to be a great nuisance just at present, but he cannot be much worse than his public brother. The insolence of the public ricksha coolies has greatly increased of late, they invariably try to extort more than the proper fare and, as often as not, try to pass bad or uncurrent coin as change. They badly require a sharp lesson.

HENRY RAMSEY, alias Henry Wilson, was charged at the Magistracy this afternoon with rst, obtaining money by false pretenses from one of the local banks and secondly with obtaining one pair of sieeve links, valued at \$11.50, from Leung Ling, of 24 Queen's Road, The defendant pleaded guilty to both counts and, afterhearing his explanation, Mr. Hazeland sentenced him to two months' hard labour.

THE DREDGER CANTON RIVER is now lying at anchor off the Kowloon Docks. She has all her buckets and machinery taken out of her and, so far as her hull is concerned, looks very little the worse for her long sojourn at the bottom of the Harbour. It is rumoured that a well known firm is in negotiation for the purchase of her and it is also said that her repairs will cost some twenty thousand pounds.

KRAUSE seems to be getting very deeply involved, as will be seen by the Reuter's telegram which we publish elsewhere, announcing the fact that the Treasury have now preferred a charge of inciting to murder against him. The trial will, we imagine, prove to be a most interesting one and will certainly cause a deal of excitement both in England and South Africa, not to speak of the whole of the British Empire.

H.M.S. WATERWITCH thas been very one which gave us a bit of a blow here and return to Wei-hai-wei and Shanghai, coming on | earth than any man has yet done. to Hongkong about the end of October or the beginning of November.

THE STAR FERRY Company, have now labelled all of the sheep pens on their wharves and have taken to locking out all season ticket are passed into the enc'osure and allowed to on board. The different labels are somewhat confusing at first and a lot of unnecessary trouble seems to be taken to guard against the Company being cheated. We heard a Kowloonite remark, after viewing the maze, that he supposed they'd fumigate everybody next ! We hope matters, will not get so bad as

THE NEW COLOURING of our warships, as shown by the Albion and Isis, does not impress one very much at first sight. The Albion certainly looks very wicked with her black spars and funnel, but a great deal of the smart appearance of a battleship is lost by the new colouring. - Doubtless Captains and Commanders will hail the change with a certain amount of satisfaction, as they will not have to put their hands in their pockets so often for extra paint. We really cannot see, however, the object of the black spars, for they would certainly show up against the skyline. From what we saw of the American fleet in its warpaint during the Spanish-American war, we should imagine that a neutral grey, such as Admiral Dewey adopted, would be better than our grey and black. Still, we suppose that in these days of hard common sense a great deal of decorative work will have to give place to something more useful and substantial. The change may be for the better from a utilitarian point of view, but from an aesthetic one it undoubtedly is not.

THE RUSSIAN SELTION of the Glasgow International Exhibition appears, to be somewhat fruitful of litigation. The other day, says a home paper, there was an action by an attendant against the Russian Commissioner-General; and now there is an action by the latter against one of the stall-holders, a Mr. Jasovsky. The Con missioner-General sues for interdict against Mr. Jasovsky, who, he alleges, is selling in the Russian section goods which are not of Russian manufacture. According to counsel; some of the stalls seem to have been appropriated by "a gang of German Jews," and goods manufactured in Birminghum were being ship ped to St. Petersburg and then reshipped from St. Petersburg to this country, in order that they might show a St. Petersburg bill of lading. Counsel for the respindent took objection to the receipt upon which the action is founded, on the Russian Government regulations for the exhibition, all documents were to be exempted from stamp duty. Sheriff Balfour, however, sug gested that the receipt had better be stamped. and the case was continued in order to admit of this being done.

COTTAM & Co. for the K. WALKING AND SHOOTING BOOTS

PARCEL MAILS for Europe, &c., per s.s. Parrantatta will close at 3 p.m. to-morrow, the 13th inst.

ACCORDING TO THE REGIMENT, the oldest private soldier in South Africa is Pte. W. Robertson, who, though over 70 years of age, is hale and hearty, and has been doing trench duty. Robertson served in the Crimean War and the Kaffir War of 1878, and wears; the medals for those campaigns.

THE GOLIATH'S performance at Wei-haiwei, when "Ali Baba, and the Forty Thieves" was staged, is said to have been one of the best staged shows ever given on board ship which is saying a good deal. The auditorium was especially well arranged, the dialogue was good and so was the music. In fact, we hear nothing but praise of the performance.

A MAD JACKAL has been running amok through the lines of the native troops at Campore. It commenced with the 11th Rajputs, where it bit eleven men, then found its way to the 5th Bengal Cavalry where seven men and seven followers fell victims, and finally it was pluckily tackled and killed with a fulwart. The whole party of sufferers have been despatched to the Pasteur Institute at

WEI-HAI-WEI seems to have been a very gay place of late. A correspondent writes that a lot of Shanghai folk are up there and the place is quite full of visitors. Tennis or cricket is played every day, the Goliath gave a performance of " Ali Baba", the Commander-in Chief has given a dance and the Commissioner followed suit. In fact the whole of the last few weeks has been taken up by amusements and everybody in the Northern Colony has been having a particularly good time.

WE READ THAT an American woman, who is a Christian scientist, maintains that mosquitoes have brains and reasoning powers, that it is "outrageous," to kill the "little harmless insects," and that all that is necessary is to reason with them She says: "If a mosquito is troubling you just speak to him kindly and rsay, ' Look here my friend, you leave me alone and I'll leave you alone.' Then believe that he won't bite you! Even if he does, his sting won't hurt. I have done this for years and now enjoy having the pretty little things around and listening to their musical buzz.". (Hum!) -

A COMPANY has been organised in America to drill an oil well large enough to permit a man going to the bottom. A daring miner will be equipped with a diver's suit, and will be lowered into the hole. - He will examine the various strata of minerals through which the lucky in escaping typhoons so far. During the drill passes, and will endeavour to discover the secret of the source of the ol. The investigawrecked the steamer De Witte off Foochow, she | tion is expected to find a reason for oil gushers, was lying sungly at enchor in Shanghai, and and to disclose secrets invaluable to prospectors. one or two others which have come along, she The." diver " will carry an incandescent electric has managed to dodge. She has now gone to light to illuminate the narrow passage. Air survey the Yuen Sang shoal in the middle of will be pumped to him as to deep-water divers. the Gulf of Pechili. She will then probably It is expected he will penetrate further into the

AT CREWE recently Wm. Cole was charged with travelling on the London and North-Western Railway without paying his fare. Inspector Perkins said that, on the arrival at Crewe of an express from Central Wales for landers who are not worthy of consideration, holders until the arrival of a launch, when they | Liverpool, prisoner was seen about the middle of the train standing upon the buffers on a coach. He had a leg on each buffer, and was clinging to a gas tube with both hands and facing the engine: When the train stopped he jumped off and walked away. His position was most dangerous, as he might have dropped under the wheels at any moment, and been cut to pieces. Prisoner said he was asleep on the line. The train wakened him and he got aboard, but at what point he could not say.

> AMONG MANY GOOD things in the first number of the Week-End is a story told by Mr. J. M. Campbell, the mimic of the Westend halls. That gentleman, in recounting his early struggles as one of a theatrical touring company, with its memories of unappreciative. audiences and unfilled pocket and stomach, recalled this incident: "One night, when the doors were opened, a youth came up to me and said that he had no money, but if I would let him go in he would give me a pineapple. thought we might as well have something to eat, so I took the pineapple, and passed the small boy in. I took the fruit round to share. with the company, and to my disgust we found it bad. I waited for that small boy. When he came out I seized him by the car and said, 'What do you mean by giving me that pineapple, you young swindler? . It was rotten!? 'So was the show!' was the only apology I got, as the small boy ran off. And," concludes Mr. Campbell reflectively, "looking back through distant years, I am inclined to think that boy

A HOME PAPER observes that it doesn't fall to the lot of every man to become possessed of a robe worn by the Emperor of China. Such a garment is, however, according to the "Tailor and Cutter," temporarily, in the keeping of a Fenchurch-st. tailor. The robe is described as being made of richly-coloured silk, embroidered by hand, and lined with sable and white astrachan. The furs used in the linings are said to be worth £100, and the buttons which are put down the front are of solid gold, and are worth £3 each. The story of its travels from the Imperial wardrobe to the shop of this Fenchurchst. tailor is somewhat remarkable When Pekin fell, this robe was taken by an English officer, who gave it to an English lady of title, who in turn gave it to a Ch nese merchant for some service he liad rendered her. This merchant has returned to London, and has loaned it to the tailor, who finds it an excellent window attraction. Thus do the treasures of the East serve a useful and profitable purpose to the traders of the West

COTTAM & Co. for RIDING WHIPS and the LEATHER PUTTEE-LEGGINGS

#### CORRESPONDENCE.

(We do not necessarily endorse the opinious expressed by "Correspondents in this column.1

BUILDING. TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,-I noticed in your yesterday's issue letter signed "Bawbee.". In one part it states plainly, that the Public Works Department cannot enforce any size or quality of timber that shall be used in the erection of any building. Surely, Sir, this must be a mistake. I am certain "Bawbee" is going outside the facts in making such a statement. It is absurd to think for a moment that, an act could be drawn up in such a manner as to allow a contractor to build in any size timber he pleased. Why, builder might from motives of economy put in timbers insufficient to carry the weight of the roof which, in the event of their carrying away, might cause the whole house to collapse. Is it contended that the Inspector of Buildings could not point to a clause in the Act and order the contractor to put in s ronger timbering, under a penalty? I should like to be enlightened on this point.

I am, Sir,

HONGKONG. Hongkong, September 12th, 1901.

HONGKONG IN 1859 AND NOW.

TO THE EDITOR OF THE "HONGKONG, TREEGRAPH." SIR,-The Times of the 15th March 1859, in the course of a scathing article on the state of affairs in this colony said" It is now some months since we made passing allusion to the abnormal and not very creditable state of our official arrangements in the little island of Hongkong . . . . . It is always connected with some fatal pestilence, some doubtful war, or some internal discreditable squabble; so much so that in popular language, the name of this noisy, bustling, quarrelsome, discontented, and insalubrious little island, may not inaptly be used as an euphonious synonyn for a place not mentionable to ears polite."

Although the article of which the above is a brief extract was written more than forty years ago, we may well ask ourselves if the affairs of the Colony are in a better condition. Many residents will probably think they are worse I do not think it is any exaggeration to say that the official administrati n of the Colony is carried on in a manner that would not be tolerated in any other part of the world. The heads of the Departments are generally conspicuous by their absence. One can hardly take up a Gazette without seeing a notification of the appointment of an official to fill some place vacant during the absence on leave of another gentleman. The offical appointed may know nothing of the duties he is suddenly called upon to assume. But; in the eyes of the powers that be, that does not matter. One can easily imagine a highly respected official waking up some morning and asking himself "what other department besides my own have I to attend to?" Nevertheless, as the recent files of the daily pap is will-show, they find time to agitate for an increase of pay, and, if it was not for the Honourable T. H. Whitehead, probably not a word would be said about an increase of pay for the subordinate officials.

The attitude of the Government towards passing events is that of a sphinx. Nothing upsets its calm and serene dignity. Underpaid members of the service may resign, alleging grossly unfair treatment, endorsed by the press of the Colony, but the Government holds fast, saying nothing. An agitation is started against the high price of food stuffs in the Colony and a commission is appointed which makes some valuable suggestions, but as the agitation of the public has cooled down in the meantime, the report is accordingly shelved, and no one expects to hear anything more about it. The underma ned sanitary staff, after their long and arddous work during the plague epidemic, are rewarded with a letter of thanks from the Governor, whilst, for simply doing what he was told to do during the epidemic of 1894, a member of the present Government was rewarded with a C.M.G. Forty or fifty persons meet their death through the falling in of houses, owing to the criminal negligence of some person or persons, but the adjustment. Government, apparently, takes, or intends to take, no strips to discover the guilty parties.

Amongst other evils, not the least is the way the Chinese are pandered to in the Colony. Stringent measures may not be taken to combut the plague because, forsooth, we are told "it will create ill-feeling against us by the Chinese." They throw their sick and dying on the street and leave them to the mercy of | boatpullers, only resident British subjects the four winds of heaven, but we must not burn the dead bodies "because it will offend their religious feelings." The Chinese, on the other hand, show their great respect for the Christian religion by torturing and murdering our missionaries. When one considers the humilities imposed on Englishmen in China through the inaction of the Imperial Government during the early part of the present century, one would naturally, think that the Government of the Colony would recognise the impossibility of pandering to the Chinese and at the same time preserving its self respect.

hideous by clanging pots and pans, not to mention horrible noises on the drum enough to waken the dead, and the other noises incidental to the chin-chin joss pidgin, whilst if a European started the same amusement it would result in his appearing in the police court the

next morning and being fined. I must now end, Sir. I trust, if you think Columbia, as required by statute. my letter worthy a place in your paper, that I have not taken up too much room. Every matter that I have touched on, has, I think, have since been cancelled, but the Japanese been remarked upon in the press of the Colony, If any apology is due from me for simply repeating what has been said before, I apologise. V can only say that I consider it an honour to or nothing of English and are absolutely unfall in the ranks with the Press of the Colony qualified for the intelligent exercise of British feading on the party of progress and reform.

Yours, &c., DISGUSTED.

#### AN IMPORTANT CASE.

A case of peculiar interest is proceeding at the Land ourt before The Hon. H. E Pollock, K.C., (President), and Mr. H. H. Gompertz. It appears that last year Mr. A. H Rennie bought an Island called Tam To, just beyond the Ly-ce-mun Pass, from Cheung Cum po, agreeing to pay two other men a sum of money, as they were interested. The island was sold in good faith by the vendor and accepted by the purchaser. It is contended by the Government that the vendor had not the power to sell. The island is part of what is known as the New Territory and was taken. over by the British Government subject to existing rights. The case is still proceeding, Mr. Robinson appearing for Mr. Rennie.

#### OUTCOME OF STABBING AFFRAY.

The woman that was stabbed, as reported by favourably as could be expected. This morning Miguel Hilario Roxas was charged with Zaya, the woman in question. He was remanded ...

#### AT THE MAGISTRACY.

APPROPRIATE NAME.

Ko Liang Biang, commission agent, charged Yung Sin with stealing 14 gold fi ger rings of he value of \$575.

The defendant was sent to gaol for a month and ordered to receive 12 strokes with the birch.

Mak Tsing and Li Shunn were charged with

committing an assault on To Tak, a boatman. The case w s gone into fully and each defendant fined \$10 or three weeks. ROGUE AND VAGABOND.

The crop of these pests still continues to be reaped. Lo Luk was sent to gaol for 14 days!

BURĞLARY. Lo Tai was sent to prison for two months with hard labour for feloniously, entering, No. 61, Station Street, with in ent to steal.

#### THE PLAGUE.

up till noon of the 1 tth Other Asiatics 53 at a penny per glass. September, 1901 ...... (Europeans ..... 30 

during the past 24 hours Europeans ..... o Total number of cases reported to date 1,637.

Number of deaths reported (Chinese :: 1:51 up till noon of the 11th Other Asiatics 35. Number of deaths reported during the past 24 hours | Europeans .....o

Total number of deaths recorded to date 1,566 Since noon on Saturday last the cases and

11	European	- -
• ;	Total	9 —
Death	s Chinese	.9
)) ))	Other Asiatics Europeans	0
	Total	ς

#### BRITISH COLUMBIAN FISHERY

WAIL OF THE BRITISH COLUMBIANS' FISHING INDUSTRY.

Fairview, Vancouver, B.C., 20 July. though there is a dispute as to the price to be paid the British Columbian salmon fishers for their take, the mere monetary difference between what the canners now offer and the men now claim involves a comparatively small sum, and the matter would seem capable of easy

The real trouble lies deeper, and is the outcome of a widespread supersession of white and Indian labour by the Japanese in salmon canning and other British Columbian, industries. This makes white settlers and Indians alike furious. The more so as they find that many Japanese engaged are emigrants who come over from Scattle. Washington, to act as being allowed by law to act as licensed salmon

It matters little, however, to a Japanese whether he fishes or pulls the boat, as he works in gangs under labour contracts on terms usually made en bloc with some native " boss,"

The Dominion salmon fishery regulations should secure that boatpullers, as well as actual salmon fishers, be resident British subjects This would prevent Japaness emigants from ousting whites and Indians. But Ottawa, unfortunately, is 2,900 miles away, and the Minister The Chinese are allowed to make the night | of Marine and Fisheries seems quite unable to grasp the British Columbian situation and act

Another cause of the serious labour troublé in the salmon canning industry is, the fraudulent naturalisation of many Japanese who have not resided continuously for three years in British

Hundreds were sworn in without due proof by two Notaries Public, whose appointments remain on the list of British subjects, and many

of them fish. Moskof the naturalised Japanese know little citizenship. One reason why the canners employ so many Japs is the indebtedness of the latter to the former for wage advances made last season, -- Morning Leader Cory

COTTAM & CO. for SNOW'S and BUCK INGHAM and HECHT'S BOOTS and BHOES.

#### THE LONDON GUTTER MARKET.

A thronged pavement, a perfect babel of cries, and over all the flare of naphtha lamps. Such is the impression that is borne in upon us by one of the London street markets, which, some of the local authorities are beginning to think ought to be abolished. It is Saturday night, the week's wages are available, and the stall keepers are doing a trade that may be called roaring in more senses than one. Vegetables seem to be the chiefarticles of commerce, but miscellaneous is the only adjective that. can describe the commodities, viewed as a whole. Here is a stall covered with little white plaster images, and we note Lord Roberts in embarrassing proximity to a full-length Venus. Fruit stalls are fairly numerous, and one covered with bananas and pineapples looks quite enticing. Odours as of the sea attract our attention to a place where there is a miscellaneous variety of shellfish. They are served up for consumption on us, is still in the Hospital but progressing as the spot in little saucers, and vinegar and pepper are supplied ad lib. Fresh from Southend" is the legend inscribed over the attempting to murder one Maria Montrol de purveyor's name, and doubtless reminiscences of Bank Holidays spent at that popular Cockney resort arise in the minds of customers as they swallow down the luscious winkles and cockles. The smell of lavender is wafted from the basket of an aged dame whose premises appear to consist in the space she stands upon. in the gutter. Next to held a barrow gorgeously decorated in primary colours, where ice-cream'is sold. There have been damaging reports, abroad as to the purity of the concoction, and so the proprietor has hoisted a.

> weighing-machine is a stall where you will doubtless find a duplicate among the miscellaneous collection of rusty-ironmongery that is there set out. A little further on linoicum is being sold by a man who vigorously thumps the stuff as he extols its cheapness and merits, ina voice that makes us wonder whether it was for purposes of convenient lubrication that he took up his position next the man who sells a mysterious brown liquid labelled "Sarsaparilla"

It might be supposed that the shopkeeper would regard the gutter merchant as his natural enemy: The latter pays no rent and no rates, and so can undersell his rival across the pavement, But such is not the case. The shopkeeper finds profit in the crowds that the e-street market attracts. The shopkeeper, how-September, 1901 ...... Europeans. ..... ever, whose business is in the adjoining street, but not actually in the market thoroughfare. complains bitterly of the unfair competition of the street stalls.

These unauthorized street markets, many of which have been in existence beyond living memory, have a useful purpose to serve.

They are always found in poor neighbourdistricts, and supply proper accommodation as. near as possible to the sites of the existing street markets .- Pall Mall Gasette.

#### GAMBLING ON A LINER.

ing of the Dutschland, says a home paper of last month, tell a curious story of liner cardsharps and a thought-reader who discomfited them, and was in turn done.

The thought-reader, who played "poker" assiduously, thought that he had reason to suspect the play of a clerical-looking young man with glasses, and of his companion, a tall, guileless looking youth with fair bair.

The youths, though childlike and bland, were in fact a notorious pair, and as clever a brace of

youth, who was dealing, and said in a seriocomic vein:

" Meseems, young man, that you are toying over dexterously with the cards. I read in your eyes that you have dealt me by design three kings and yourself three aces, the intention being to have me bet divers large sums of money. I will wager a goodly sum that I

am right." The sharper paled visibly beyond the usual turned the cards. He had three kings, and the youth had three aces. "It is even so," he

"It is purely chance that the cards run so. They are as likely to come that way as any other," cried the clerical sharper.

"I don't think !" retorted the thoughtreader. "I read in your face that you have spare cards up your sleeves for the purposes of filling hands, and that you have prepared packs in

your pockets to substitute if necessary,\_\_ "Will you allow yourself to be searched, or will you quit the game quietly? "We'll quit," said the clerical sharper, "but

clairvoyant, sure." "That's right," cried a dozen players who had gathered around. "He's too smart to player poker with gentlemen." The thoughtreader protested, but he had to leave the game

For obvious reasons, no names are given, but they are all on the Dutschland's passen-

#### Insurances.

"Strongest in the World." ONE DAY TOO LATE

In the life of almost every man there comes a day when it is impossible for him to buy life assurance ut any price.

n day you may be able to pass a satisfactory examina-To-morrow the company

might decline your applica-Yethundreds—yes, thousands

of men say: "To-morrow, To-morrow"-And hundreds of widows and orphans to fight the battle of life alone, as a result. Can you afford to run the

ance Company F. KIENE, Manager, Hongkoffg. Hongkong, 7th September, 1901.

The Equitable Life Assur-

" L'UNION " FIRE INSURANCE COMPANY, LD. (Established 1828).

[989c

A. R. MARTY,

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS Claims settled direct without reference to the

Hongkong, 5th July, 1901 NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG. THE Undersigned AGENTS of the above Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1894.

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TO LET.

NIO. I, STEWART TERRACE.-THE

Apply to THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 31st July, 1901.

TO LET.

ODOWN-No 54, DUDDELL STREET.

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 31st July, 1901.

TO LET.

HOUSE in RIPON TERRACE.\_

"THE RETREAT." MOUNT KELLETT. THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

Hongkong, 31st July, 1001. TO LET. (From 1st August next).

O. 3, ORMSBY TERRACE.—Kowloon.

85, Queen's Road Central. Hongkong, 17th July, 1901. TO LET.

CODOWN-PRAYA, KENNEDY TOWN.

Apply to THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 4th September, 1901.

TO-LET. NIOS. 1 to 8, WILD DELL, WANCHAL

ROAD. Apply to-SANG KEE 298, Des Vœux Road Central. Hongkong, 5th September, 1901.

#### Masonic.

PERSEVERANCE LODGE HONGKONG, No. 1,165.

REGULAR MEETING of the above LODGE will be held in the FREEMAsons' HALL, Zetland Street, on MONDAY, the 16th instant, at 8.30 for 9 p.m. precisely, .Visiting Brethren are cordially invited to attend. Hongkong, 7th September, 1901.

## A OURE FOR ASTHMAIL GRIMAULTE

Asthmatio people who suffer from Oppression in breathing, stifling sensations, Hourseness, and Loss of voice, Nervous coughs, Leryngitis, Colds, with Wheesing . Bronchitis. Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAULT & CO., Paris, felt by all Chemists.

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Renowned Physicians prescribe Grimbult's Matico as the most active and at the same time the most inoffcusive remody in the treatment of Acute and Chronic Discharges. These Capsules, united Copains, have not the inconvenience of producing Nausos.

MATICO HIECTION is used in secent MATICO CAPSULES la the sere chiromia cases GRIMAULT & Co., Peris SM by all Chesin

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LAST DAYS OF SALE.

FRIDAY, 13th September,

SATURDAY, 14th September.

GOODS. PRICE HALF PRICE!

HALF PRICE!! DAY, SATURDAY, SEPT. 14.

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RE ENT POPULAR NOVELS BY LEADING AUTHORS. THE HEARTS OF THE LORD, by Flora PING PONG. Ex. s.s. " CANTON." All our Registered Orders are now executed. THE GOOD RED EARTH, by Eda Phil-ANY FURTHER ORDERS will be delivered in rotation after the present Stock is EXHAUSTED. TESSA, by Louis Becke ...... THE MIDNIGHT PASSENGER, by R. H.

SISTER TERESA, by George Moore ......) CINDERELLA, by Crockett ..... DINAH KELLOW, by Hare ..... THE WHIRLIGIG, by Lindsay ...... EDWARD BLAKE, by Sheldon ...... Souls of Passage, by Amelia E. Barr ...

W.

A TILLYLOSS SCANDAL, by J. M. Barrie... 50 c. UNDER THE RED WOODS, by Bret Harte. MR. BARNES OF NEW YORK, by Gunter... 60 c. ELEANOR, by Mrs. Humphreys Ward.....

Hongkong, 10th September, 1901.

## NEW IPATENTHSODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Upcountry places, Mission Stations.

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Oyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Acrated Waters of best quality at

enormously cheap prices. LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901

## PETER SYS' WONDERFUL SPECIFIC. 'HE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY. (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

NEW VICTORIA HOTEL. ROTISSERIE.

. Meals a la Carte. CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and II p.m. Monthly Tiffin at Moderate Rates.

Madar & Farmer. Propriators. Hongkong, 2nd September 1901.

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ALWAYS IN STOCK REASONABLE PRICES. Hongkong, 14th May, 1806.

SURGEON DENTIST. No. 14, D'AGUILAR STREET. TERMS VERY MODERATE Consultation from.

ngling, 27th September, 1808.

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SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNA, &c.

DEPAIRS of WATCHES and CLOCKS IN by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1001.

NEW GOODS.

PLENTY

No. 12. Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. JUST UNPACKED. DEST GERMAN SAUSAGES of a well

D known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTTONIEE.

D'Aguilar Street and 39 & 40, Elgin Road, Kewloon.

Hongkong, 13th July 1901

Hongkong, September 12th, 1901. COTTAM & CO. for ANDERSON'S RAIN COATS and HOLDALLS

notice which runs thus :--WE DEFI, INSPECKSHUN. ANALIS. Milk 60 pur sent Shuger ..... 20 ,, Misclayneus ...... 16 , Vaniler ...... 4 \* n . Have you lost a key? Over there by the

hoods, and are the means by which surplus food from the authorized markets is distributed at cheap rates among the poor classes. There is a growing tendency, however, to regard them as something of a nuisance from the sanitary as well as the traffic point of view. The London County Council has accordingly been looking into the matter, and it is suggested that the Borough Councils should seek statutory powers to become the market authority for their

Passengers who came over on the last cross-

scoundrels as ever manipulated a pack of cards. Finally, in a game for goodly stakes, the thought-reader gazed intently at the fairhaired

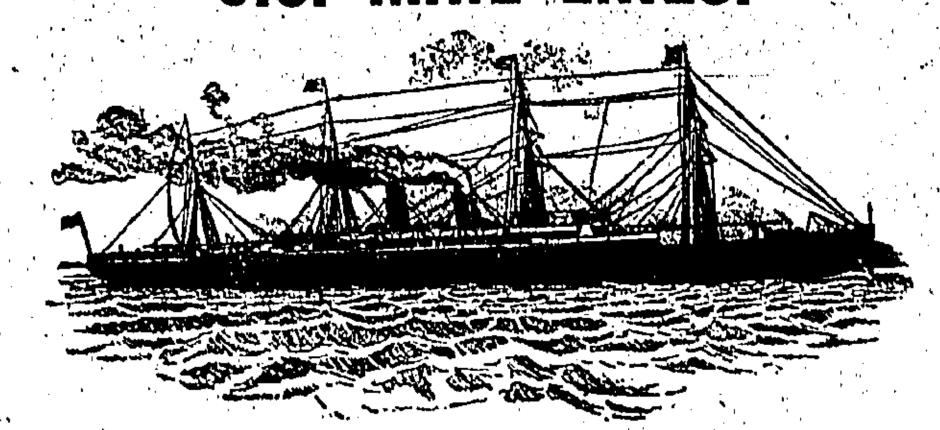
pallor of the gambler. The thought-reader

I ask/gentlemen, in all fairness, if this thoughtreader is not the slickest grafter of us all. I insist that he, too, quit the game, He's a

and give up gambling for the trip.

in SOFT FELT HATS.

Mails.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS	FROM HONGKONG
• "OITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
	SATURDAY, 19th October, at Noon.
	TUESDAY, 29th October, at Noon.
	TUESDAY, 12th November, at Noon.
	WEDNESDAY, 20th Nov., at Noon.

HE P. M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-WAY: also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tarifi rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and TO UNITED STATES and CANADIAN POINTS, Special rates (first glass only) are

confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets,

making the return journey between ports in the Orient and Honolulu or beyond, within twelve Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway,

to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages

will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the

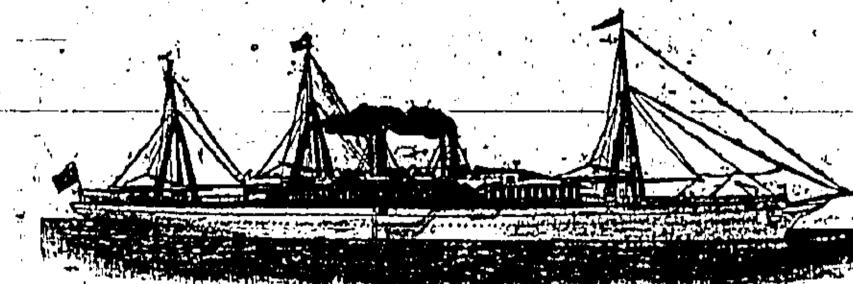
Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the valueis less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Com-

panies, Queen's Building. GEORGE ECKLEY,

Acting Agent.

Hongkong, 10th September, 1901.

#### CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SPEED. SAFETY.

PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORÍA, B.C.)

Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN ... Comdr. H. Pybus, R.N.R...... WEDNESDAY, 25th September. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 23rd October. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and would make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halisax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Mans, Guide, Books, Rathe of Passage, &c., apply to

Hongkong, 28th August, 1901.

D. E. BROWN, General Agent, Prader's Street. 199

## HAMBURG-AMERIKA NORDDEUTSCHER

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE: BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS). PROPOSED SAILINGS FROM HONGKONG.

OSTASIATISCHER FRACHTDAMPFER DIENST.

		SUBJECT TO ALTERNATION.		1
	STEAMERS.	DESTINATIONS.	AILING DATES	
		HAVRE, BREMEN and HAMBURG.	( ) · · · · · · · · · · · · · · · · · ·	$\mathbf{r}^{(a)}$ , $\mathbf{r}^{(a)}$
	Ehlers	(Calling at SINGAPORIS and PENANG).	zint Sept.	Freight.
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	Christiansen ) BAMBERG	(Calling at SINGAPORE and PENANG).  HAVRE and HAMBURG.		Passenge
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		HAVRE and HAMBURG.		
3	Foerck	(Calling at SINGAPORE and PENANG).	16th Nov.	Freight.
		HAVRE and HAMBURG.		
	von Binzer	(Calling at SINGAPORE and COLOMBO).	30th Nov.	Freight.
		Particulars, apply to		
, ¥ ,		HAMRITRGAME	DIVA TIME	

INMEDOKO AMEKIKA TINIK / HONGKONG OFFICE,

No. 1. Queen's Buildings.

#### Auctions.

THE Undersigned have received instructions from The Acting Captain Superintendent of Police, to sell by

PUBLIC AUCTION, SATURDAY, the 14th September, at 11 A.M. at Central Police Station.

A QUANT TY OF DAMAGED & CONDEMNED STORES -AND SADLERY, &c. TERMS :- As Usual.

HUGHES & HOUGH. Government Auctioneers Hongkong, 12th September, 1901. [10060

GOVERNMENT NOTIFICATION. No. 474.

THE following Particulars and Conditions of Sale of Crown Land by Public 'Auction to be held at the Offices of the Public Works Department, on

the 16th day of instant, 1901, at 3 P.M., ar published for general information.

By Command. J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th August, 1901.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 16th day of instant, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hung Hom, Kow loon, in the Colony of Hongkong, for a term of 75 Years, commencing from the 5th November, 1900, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

_	PARTICULARS OF THE LOT.									
of Sale.	ry No.	Boundar Measureme				its.	its in feet. I Reat.		Price.	
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2	Tung Ho and Lot	Hung Hom	50	50	14.6	14.6	725	B	<b>#3</b> 2	

#### Intimations.

40 Years Experience:

> As fe tresented in the Continuous Installment Policies of the Equitable A guaranteed INCOME FOR LIFE

even if you live as, Methusalah.

The ideal Assurance Particulars for

the asking. The Equitable Life.

Manager, Hongkong.

F. KIENE,

Hongkoog, 10th September! 1901,

"Strongest in the World."

WANTED. CHINESE or PORTUGUESE at once

Salary \$35 to \$40. 'Apply personally to-H: RUTTONJEE

🕰 as an ASSISTANT BOOKKEEPEI

Hongkong, 6th September, 1901.

WANTED

N EXPERIENCED LADY MANAGE for CRAIGIEBURN HOTEL. Ayply by Letter, stating experience an enclosing copies of Testimonials, &c., to

THE MANAGER, CRAIGIEBURN HOTEL Hongkong, 8th August, 1901.

IMPERIAL BANK OF CHINA.

WANTED. N EXPERIENCED MAN of business to

Act as COMPRADORE from next China New Year. Full Particulars can be obtained on application to the Undersigned. By Order of the Board of Directors.

E. W. RUTTER. Manager. Hongkong, 30th July, 1901.

JUST RECEIVED. FIRST SEASON'S CONSIGNMENT AMERICAN ASPARAGUS & DESSER

\_fruits, all kinds. Hongkong, 20th August, 1901.

PIANO CO., LIMITED.



MINICI TIONERY,

#### THE CHU-CHOU MASSACRE

THE EXECUTION OF CHOU TSZE.

difficulty kept back from the executioner's

sword, all weeping and crying aloud, and per-

sisting to be allowed to die with the Captain.

They had at last to tell them that the "Futai

(Governor) and Fantai (the Treasurer) were

coming," and then they hastily separated these

relatives from the culprit by la raised barrier,

"within which the above officials were to

be protected from the crowds," for, it is said,

"no such crowds have gathered to see an exe-

SHANGHAI, September 7th.

Shanghai Mercury of the 7th inst. As it The execution of Chou Tszetch, the ex very difficult to baild a railway from Chefgo to the hinterland, they are anxious to have the Captain of Chuchu garrison, took place on waterways deepened and attended to. There Sunday afternoon, the 25th August as stated in is an old canal from Tsinanfu to the Gult of a former message sent a week ago. About Pechili, reaching the latter end near Yang four o'clock in the afternoon the Captain was Chikou, but it is in a very bad condition. A trial was made some time ago to run steam placed in a common criminal's chair, without the top to it, his hands bound fast behind him. but it proved unsuccessful. Governor Yuan The Chengshou of Hangehow, that is, the Shikai has lately sent an official to Chefoo to captain of the city of Hangehow, with several make arrangements with the Chinese merhundred soldiers, escorted the prisoner to the chants there to reopen the steam launch traffic, execution grounds outside the Tstingpo Gate. but they refused to do so until the navigation of the canal is improved. It is now reported The Provincial Judge also accompanied the that Governor Yuan has ordered dredgers for sad procession. The wife and younger son and this purpose in the hope that it will be possible the daughter-in-law of the doomed man were thereby to preserve a considerable portion of also present at the execution, and were with

#### THE LATE CAPTAIN A. M. BISBEE

Though not wholly unexpected, the demise

of Captain A. M. Bisbee, for many years the

Harbour Master at Shanghai, came as a shock

cution for many years as were gathered together on the Sunday afternoon at 4.30 of the clock." Thousands of the people were impelled towards that bloody spot on that day. This Captain had received orders from Pao Taotai and Yu Chental, the Brigadier-general, to kill the foreigners, raze their houses to the ground, and take the bricks of Mr. Thompson's newly erected house to supply material for the repairing of the City Walls of Chu-chou, Alas! The man-carried out his orders only too faithfully, the consequences of which fidelity he realized to his sorrow on the 25th August, 1901. This victim to his superior's orders, was heard to say: (Pao tabepelting yuing ingochien-t'a-ih-mien, s-liao-yen-tsing-puh-pi." "Pao Tao-tai has not permitted me to see him even once. I feel unwilling to die "The man had his heart full of something that he wanted to communicate to the chilty. Taortal, and to tell him-this in such a marine has would bring home to his conscience wil he had one, the guilt of those borfid massacres, both of the native official and his 32 subordinates, together with the murder of those eleven innocent Foreigners on the 21st of Itily, 1900. Not only so, this same Tao tau had done to death several of his female slaves and would not find a coffin for the creatures. But his own servants had more humanity in their souls than this protege of the Empress-Dowager and friend of Lighting chang's had! They contributed the price of the coffins and paid for the simple rites, of the slaves' funeral! The body of this Captain Chou was given to his wife and son, who had the head sewn on again (by a cobbler for \$14) before putting the corpse into the coffin This poor fellow was in all respects treated as a felon, but his Chief, Pao Taotai, from whom he received his direct orders to kill and slay, leaves Hangchow in state, in a Green Chair and when he entered his boat he had the flag of his official rank in large characters on it, flying at the mast-head! and here are the characters on the Flag. "Viscount of the First class; and honoured with the decoration of the Peacock's Feather." To make sure that this man has not yet been deprived of his official rank or status, we made particular inquiries, and found that, just before

grave upon his cigarette box the following charmeasure of the greatness of the nature, which acters:-光緒辛丑仲夏之月巡爵便 者御年鮑氏審定杭垣夷華櫻造

he left Hangchow, he got a silversmith to en-

This to the native mind is considered proof positive that his official rank has of a truth not been taken from him. Thus we see this murderer openly riding in a Green Chair, in the provincial city of Hangchow, the usual number of horsemen following (not an escort mind you, we know the difference between a prisoner's escort, and the ordinary Ch'il ma keng sui tih complement) his excellency in due order; footpassengers giving way to the great man as he passes, and the boat he embarks on has his high and mighty flag waving in the breeze, with the glaring title and rank exposed to all sight-seers, as mentioned above. This is considered "smart" on the part of the officials, "A clever hoodwinking of Foreign Ministers in Peking," to whom we are tired of communicating information, as an answer from the Governor of the province in direct contradiction to the information sent, would be accepted as gospel truth, and no further notice taken of the matter. We are disgusted with the at home and in Peking in this case. A word from the Arch-Diplomat, Li Hung-"no such thing as Green Chairs," " Processional Horsemen," and " high flags waving in honour of such a man as .Pao Taotai I' If Sir Ernest Salow were as sharp as his Chinese antagonists. he would ask them how it came to pass then that a rumour even should have got about this departure of the Tao-tai. Such a rumour not to the interest of any one about here, and it is an absurd answer on the face of it. Why were all the officials in a funk? "Nothing of the kind," the Governor will answer at once, and they can tell as many lies in a telegram in ten Chinese words as would fill a volume of a hundred pages ! How is it the minister

GIRAULT for the best and GREAT G. EST ASSORTMENT of CONFEC

this Chu-chou massacre? |- Mercury.

Peking has been satisfied with anything less

than the death penalty to the chief authors o

#### THE KIAOCHOW RAILWAY.

The Chinese view the progress of the Kianchow Railway with some uneasiness, says the launches between Yang Chihkou and Chefoo, the trade from Tsinaniu to Chefoo when the railway from Tsingtou is opened to Tsinanfu.

to his numerous friends there. Captain Bisbee passed peacefully away at 5 o'clock on the 7th inst. after a very short illness. The deceased was born at Plymton, Plymouth Co. Mass. on the 22nd October, 1841. His father, and we personal invitation of the Inspector-General he joined the Imperial Maritime Customs as Divisional Inspector at Foothow. In 1877 he was transferred as Divisional Inspector to Shanghai and in 1888 under a new organization of the Marine Department he was appointed Coast Inspector. At one period he was in charge of the Engineer department and personally conducted the erection of more than one lighthouse. The foregoing particulars will be familiar only to a few of his old friends. His latter career as Coast Inspector and Harbour master is better known, the salient characteristic of which was a whole hearted devoion to duty, not only to the Customs service but also to the public. His sense of responsibility as custodian of the public rights of navigation and all that pertain thereto was equalled only by the indomitable will with which he defended them His ability was conspicuous. He frequently acted as marine surveyor, president of Courts of Enquiry, and acted as the assessor ington Maritime conference in 1889. Owing to his retiring nature the general public have little idea how much they owe him for the twentyfour years of devoted service. ' His intimate from the humble sportsmen of the Black Connfriends knew well the greatness of his heart and the loving nature which existed beneath devotion to him of his subordinates is the best

has passed from us. Captain Bisbee's life deserves a fuller account. At the present moment the materials are not available and the subject deserves more time and study. We find in the List of Chinese and Foreign Honours, etc., held by members of the Custom service that Civil Rank of the Third Class and the Double Dragon Third division, first class, were conferred on him by the Chinese Government on the 3rd September, 1885.—Mercury.

#### THE FRENCH NAVAL MANŒUVRES.

THE INTERCEPTION OF WIRELESS TELEGRAPHIC MESSAGES

PARIS, August 5th.

The Drapeau to-day publishes an interview with a French Admiral, who took part in the great naval manœuvres. Questioned with regard to the statement made in the House of Commons as to the interception of wireless telegraphic messages by a British warship attitude and action of our British authorities | during the manœuvres this officer is represented to have said:-

"Orders transmitted by wireless telegraphy chang, will settle a thousand and one were intercepted both by French and British difficulties, and make a murderer a mild and warships. No importance is, therefore, to be merciful man. The Governor here has tele- attached to the incident. It will be sufficient graphed, of course, that, "it is all a rumour," to employ a secret code in future to prevent

With regard to the results of the manœuvres the Admiral said: "The bombardments at Algiers and Ajaccio conclusively showed that low level batteries are absolutely useless against the fire of warships which by approaching close enough to be safe from their fire can easily render the batteries untenable. They could destroy them at almost point blank range. High level batteries, on the contrary, are most dangerous for ships of war. Except for batteries de rupturs such as those which make Brest impregnable it will always be well, therefore, to choose high emplacements, for the erection of shore batteries. As for the defences of Ajacco, they are quite inadequate. They could not protect any fleet which sought refuge in that port."-Reuter.

CHANT.

#### BLACK COUNTRY RECREATIONS

Very low, except the toilers themselves the men who dig and delve for coal and iron ore. who work in shifts day and night at the smelting furnaces and amidst the fierce heat of the puddling caldrons, know much of the social life? of the great Black Country population which" exists between Birmingham and Wolver!

Manchester has a thick belt of towns all round, but hard as the work of the mill hands is, it is of a very different kind from that of the Vulcans of the Midlands. And the recreations of the two peoples vary quite as much as their occupations. Lancashire men take a particular pride in their brass bands and their prowess in Rugby football. In the Black Country the lads like their terriers, have a weakness for rabbit coursing, and are experts in the art of pigeon-flying.

Some twenty or thirty years ago, when colliers and ir inworkers were earning as many nounds a week as they do shillings now, it was no uncommon thing to find "bull-pups" feasting on choice mutton chops and beefsteaks. while their owners quaffed champagne. A tale is told in this connection of an old iron-puddler who was exercising his son's "pup," when the brute laid hold of the calf of his leg. "Bear it, fayther," exclaimed the hopeful, it will be the makin' of the pup." And so the old man bore it, in a good cause.

The recreations of the Black Country today are on the old lines, but somewhat believe also his grandfather, were shipmasters | modified. There is plenty of rabbit coursing, In the days of his boyhood Plymouth was, we loot-racing, and pigeon-flying. Saint Monunderstand, a great centre of shipping at a time | day is religiously kept, and no one would even when the American sailing ship traffic was at think of working on that day. Rabbit coursing its zenith. He was nurtured and brought up in | matches is the particular sport indulged in just an atmosphere of maritime enterprise and now, and what are locally known as "Ledgers." believed that the only life worth living was that | The name "Ledger" is probably derived from of the adventurous sailor. To be a shipmaster | the great race, but in the Black Country it is as his forebears had been before him, to even- only known in connection with rabbit coursing. tually become a trader and a shipowner; to Many hundreds attend these meetings, and marry and do his part towards the continuance excitement runs high, as sometimes half-aof a fine breed of seamen—that appears to have | dozen men have a part share in a dog who in been the passionate ambition of his youth. The | himself represents a kind of limited liability charm which sailing ship life had for him he company. Rabbit coursing seems a relic of never lost, and of late years one of his greatest | the old bull-baiting days, with less cruelty, pleasures has been the reading of old day sea | perhaps, to the victim, but it is a form of histories and stories and poetry. He gained sport which has a firm hold of the populahis command at a very early age. In 1868 at the tion, and will be hard to put down, whenever the necessity for legislation does arise.

Terriers are not only used for rabbit-coursing, but for the more juseful work of killing rats. I saw a man the other day in Darlaston who held a small, quivering, smooth-haired bitch by a leather thong, and he said he would not take £20 for her. She was the "quickest ratkiller on this 'ere earth," he said. He had taken her to Cardiff, where she had killed at least 200 rodents. He was then taking her round to rat-infested-stables and farmyards, and she was earning him a good living.

Pigeon flying is not considered very respectable in circles where the utility of the sport is not known; but in the Black Country it is recognised as a fine art. There are innumerable pigeon clubs, especially Darlaston way, and early every Sunday morning large parties of workers sally forth with flag-baskets to the outlying districts to "loose up" their birds. Men working at hot furnaces all night, on leaving at three and four o'clock these summer in the Kingshing-Grosmont case and many mornings, instead of retiring to bed, will sally others, and was Chinese delegate at the Wash- forth on pigeon-flying expeditions. Germany is making great headway with regard to the utilisation of homing pigeons, and our own, Government might learn some practical lessons

Foot-racing is in great vogue amongst colliers and ironworkers-not long-distance the rugged manly exterior. The porsonal matches, but sprints up to about 130 yards, It is wonderful how fleet-footed some of these lumbering youths and men are. In Wednesbury particularly, where there is a fine running ground, matches are arranged every Monday, and great is the interest taken in each event.

These are the principal methods of recreation in the Black Country. There is, of course, a little cock-fighting when the police are not looking, and they are not too severe, and occasionally a dog-fight takes place in a remotecorner; but these events are not by any means usual The Black Country of to-day stands on a very much higher plane than is generally supposed. - Morning Leader.

#### GIVING THE OUE. The reference in M. A. P. the other day to

the reporter putting in the "Hear hears," and the cheers to complete Sir William -Harcourt's written out speeches, recalls an amusing story of the adventure that once befell a distinguished Indian Governor, who was afterwards a wellknown figure in the House of Commons. The Covernor was called upon to lay the foundation of some new institution upcountry, and all the chiefs, officials, and planters in the district. assembled for the occasion. His Excellency, prepared a suitable speech, and as he got on: with it a genial planter near the platform, who had been overindulging in "pegs" during the day, chimed in at each stop with "Applause" -"Loud and prolonged applause," "Renewedy" and kindred observations. The incident was screamingly funny. and the popular Governor had as much trouble to keep a straight face as the members of his audience. The officials had the worst time of it, feeling that it would it have been "flat burglary." to laugh at the Governor's discomfiture, and the only really happy man in the crowd was the dare-devil planter who was causing all the trouble. His explanation afterwards was that the weather was really too warm for hand-clapping and cheering, and he thought he would, by way of politeness, act as chef de la claque, to save the other fellows from taking trouble, and to help have such pressmen as there might be present! Thenax Coverable being a man incapable of petty resentment, easily forgave the peggy planter, and they were excellent friends alterwards.

GIRAULT: FRESH GOODS by svery

#### HOW SMITH GOT A MEDAL.

"Alphar" writes to a contemporary: We had been down the river, fishing-four of us in a boat—and when within 30 yds. of home, in the dust of the evening, we noticed something fall from the wharf where some youngsiers were playing. Pulled over and found a girl sinking for the second time. Everybody except Smith, who was hideously and wonfully drunk, grabbed her and pulled her out, While we were doing it Smith fell in. The state of Smith has been already ment oned. He was a heavy man, and the toil we had in fishing Smith out was like unto the numerous labours (I forget how many) of the mythlogical person whose name I can't remember. Brown carried home the little girl, who wasn't much the worse. Johnson and I laboured up the street dragging a great mass of soaked, drunk, limp, helpless, unpleasant Smith. Never in all my life did I see so much water run off one man-or even six men. Near home we met Smith's employer, who indicated the streaming object with the end of his walking stick, and asked in a comtemptuous tone what that might To save Smith's billet we had to say that the was suffering from prolonged immersion n an effort to save a fellow-creature. Smith, has the Humane Society's medal now, and has B been mentioned in the papers, and thanked, Be and presented with a purse of sovereigns by the mayor at a crowded public meeting. Also he is looked on kindly by a nice girl with Cavill, Miss A. property-the elder sister of the child rescued. And as the result of one ill considered and wellmeant prevarication we have no medal no purse of sovereigns, no fame, no public meeting, no nice girl-nothing but the damage done to our clothes where Smith dripped on us. We haven't even the satisfaction of knowing that Smith is aware that he is an impostor, for he really thinks he did it. Language fails me. It also fails Brown. Certainly it hasn't failed Johnson yet, but even he is likely to run short of adjectives soon.

#### THE EXPERT EXPLAINS.

If you want to get puzzled about coffee, talk with an "expert" for a little while. Here is an explanation of the commonness of bad coffee, given to the reporter of a New York newspaper, by "the coffee buyer of one of the city's largest grocery establishments":

"There is no question about it, all coffee ought to be ground just before it is cooked, and yet fully three-fourths of our retail trade is in ground coffee. Laziness and late breakfasts have ruined our American coffee and patent coffee pots have finished the job.

-"About the only place I know of where I get coffee to suit me now-a-days is in the little village where I spend my vacation. I send up the green coffee, and the landlady browns it in small quantities and grinds it as she needs it. Then she makes it in a battered tin coffee-pot, settles it with an egg, and serves it with real cream, and I feel that I'm really getting my money back and that life is worth living.

"Of course, buying coffee already browned isn't so disastrous as buying it ready ground I advise browning it at home, a little-at a time, but it does take time and bother, and practically no green coffee is sold except to coffee roasters. The have every convenience for wholesale roasting and do it well enough.

"Anyone who knows anything about coffee Hobbs, W. can tell one kind from another, in the green y but the coffee rousting process has been to Hamilton, A. perfected that the green berry marks may becompletely, abliterated.

"Not one cook in a hundred is cardful 4 ephson, Capt. J. enough not to allow coffee to boil, and boiling will queer the best coffee on earth." It must - come just to the verge of binling and stay there.

for a few minutes, but never go beyond; inc boiling brings out the fannic acid and nor only injures the dayour and aroma, but makes the stuff positively injurious."- Planting Opinion.

#### THE MORGAN MYTH.

In one of the current jokes that is going the quinds of the press a surprised child is represented as asking her teacher What did you say holds the earth in its orbit ?" "The attaction sof gravity," replies the teacher. Then, says the pupil, "somebody has been stringin' my pa again, for he says it's John Pierpont Morgan."

That story is an excellent representation, after the American manner, of the popular impression of that eminent financier. It has come to be the common belief that he regulates everything everywhere, if it is only. big enough to justify him in bothering with it. No trust promoter now approaches any one with a promising scheme who does not impart to his victim in sepulchral whispers, and in the deepest confidence, that he need not fear the result, for, "Morgan is behind it." I "Morgan" is "behind" a twentieth part of the schemes which prolific imaginations attribute to his fertile brain, he is walking in the rear of of one of the largest processions ever organized. We doubt whether Mr. Morgan is "behind" anything. He is the recognized "head" of a number of large capitalisis; who have great ambitions, but who are quite certain in the end to overreach themselves. If they do not it will be the first time in human history that great temptation and unbounded opportunity have failed to lead men to financial disaster. If Mr. Morgan were really changed in all the speculative combinations with which his name is associated, his banking house would be a very unsafe concern to deposit money in. There is a limit to the power of the human intellect. There is a strain under which the strongest mind must give way. Under his acknowledged responsibilities Mr. Morgan is traveiling a very dangerous road. Scores of people are now carrying heavy insurances on GIRAULT'S GREAT SPECIALTY,

COPPER Fround on the PREMISES.

his life in the belief that there is no one to take his place slibuld he fall, and that the mighty organizations which he has created must pass away with him! But he'is carrying enough without magining additions to his burden. He is innocent of most that is attributed to him. There is a well-defined Morgan myth creeping into our folklore.—S. F. Chroniele.

## UNCLAIMED LETTERS AT THE

Post.	OFFICE.
Letters for the fol	lowing persons lie un-
laimed at the Post O	
tlantis, Miss J.	Marshall, C. W.
linslie, Mrs.	Mills, S.
indetson, Mrs. E. F.	Mainange W.
tkinson, J. F.	Mills, S. C.
Illard, Rev. T.	Mitchell, W. T.
derander, M. R.	Mundie'''
	Mullary
larett, Mr.	Mary
lender, H.	Maulle, H. L.
fracter, Hy.	Macdonald
lurke, Rev. P. C.	Macario
lurger, L. W.	Mecreki, M.
irown, A. J., D. D. 🔻	Mehrtens
labon <b>neau</b> .	Mare, Monsieur
	« McGill'
Brown, F. W.	Notion, R.
Bertran, W.	Nichohon, H. J.
Irown, P.A. R. C. A.	Niveo, L.
Bernard, Miss	Newby, Capt. A
lennet, Major F. W.	Newall, H. E.
rownell, N.	Nason, B.
Seirth 💎 🕍 📈	Norman, A. J. M.
Turament D II	***

Nurton Oswin, A. Uninachiole, G. N. Oviedo, F. Olivier, The Hon. Crilly, A. G. Campbell, H. Olet, H. M. Collins, M. Oliveira, A. C. Palmer, C. D. Paoli, S. Cost, Francisco Ponti, O. Cruz, Miss C. Parks, W. J. Coorubes, G. Peterson, W. Douglass, Mrs. M. E. Durant, A. H. Pârfit, J. Dederich, I. Demate, A. P.

Carlos, A.

Cox, M. J.

Dyson 🗸

Drowd, P.

Drewell, A.

Engert, M.

Eck. M. H.

Ewing, Rev.

Elizaga, T. S.

Fleming, G.

Fart, A. J. M.

Excellor

Esposito, E.

Eschauzier, P.

Poliakoff, M. M. Pilcarin, W. G. Pereira, Mrs. C. Pettet, J. D. Piong, A. Petsil, F. Ridgway, T. 🤏 Robinson, C. T. Rouch, S. C. E. Raine, Miss P. Rousell, M. Roshchild, O. F. Robinson, C. Fitzsimmons, C. A. Robles, M. Richardson, W. N. Robinson, Miss. Ross, C. H. Rutledge, H. B.

Ralphs, E.

Rosa, E. da

Remedios, A.

Shakoor, A., C.

Rove, H.

Sig, J. R.

Shaffer, S.

Singh, C.

Sternmvarte

Sampson, J.

Silva, S. N.

Seldner, P.

Sitwell, J. K.

Sandelantis<sup>,</sup>

Smith, A. H.

Sims, W. A.

Singh, G.

Sprague, O.

Stephenson

Souza, M. B.

Sullivan, C. P.

Towzalin --

Tummler, W.

Torrance, J. C.

Thomson, J.

Thomas, J. H. E.

Thomson, J. E.

Verue, Miss P.

Weber, D. E.

Weissmann, B.

Walker, H. W.

William, J.

Wilson, F.

William, J.

Walsh, H.

Wason, [.\*

Williams, I.

Whitney, L.

Wakefield, F.

Wiggins, Miss

Kala Singh ...

Kohen, E. A.

Kallah Singh

(Tientsin),

Leins, L.

Walker, J. D.

Walker, O. H.

Worder, E. C.

Withington, I.

Wennberg, H. O.

West, Capt. W. H.

Stephenson, B. ..

Skillin, A.

Silva, La

Salva, C.

Taylor, C.

Tome, T:

Stuart

Soolayman, H.

Sanborne, Dr. F. G.

Samuel, C. J.

Stephton, Miss G.

Reinod

Rahim

Rice, C.

Frankland, A. Flying Jordans Circus Fortest, M. P. Fernandes, J. M. Flying Jordan. Ferreira, E. Fromgeu, Miss Genahre, J Girard, A. V. Galbraith. Grieve, A. R.

Guthrie, J. R. Gray, A. C. Grothe, A. Godfrey, H Gitten, Mrs. Garcke, A. Hermann, H. Heaton, T. Hannan, J. W. Holdsworth, S. Haiman A.

Horwitz

Keelin, H. Kapple, W. A. Kissersent, Smith Kahuweiler, S. Kelly, T. Laura, A.

Lorenzo, M. Lever, S. Livingstone, I. Limerckfeld Lion, A. D.

McLean, A. E. List of Registered Covers in Poste Restinte. Abdoola, (A. W. Gaol.) Kniver, Singh

Andrews: W.m. Abbas Khan Angudhia, M. S. Atlantis, Miss I Altmann, W. Brandt, P. (2) Bowden Bros, & Co. Bass, Miss Cameron, A. B.

Litton; G. (London.) Lall Singh McDougall, Mrs. R. S. McGill, Major, H. S. Martin, H. J. Marsh, Capt. P. Mullary & Co. Merices, Capt. P. N. Calo, R. do Mangal Singh Celesting, P. David, J. A., Singapore, Massy-Leech, H. New Club Sec. Nand Singh Edurate, C. Fertier, 8; Fernandez, V. F.

Goff, Ord S. (Buffalo,

Noble, James Olbes, Fred. Ofuku 📜 Petchizelles, H. Fode, Wazil, (Austria.) Pekin-Railway, Chief Farrel, Capt. Engineer. Farida, No. 784 R. A. | Parthal Singh Gulor Singh, I.P.C. 647 Philips, Mrs. Anna Ricco, Mad. E. Gomes, J. G. Graves, W. Ross, E. de Gerald, A. (Nagasaki,) Ritto, W. A. Galvao, I. da Cunha Relph, E. (3) Brazil.) Rozario, T. A. de

GIRAULT for TABLE DELICACIES,

Sultan-Mahomed

Sabib Hajes, S. F.

Shahe, Capt. Hobnsbein, L. Hamlin, Mrs. G. Holececk, Mrs. R.

icannot, G. (4)

Skeener, J. Stohp, A. Sulabat Khan Hutchinson, Mrs. Thirty Tennis Culb, Hassam Khan Hallmin, E. Isfahani, H.M.S. Isha\_Singh (2)

Tilley, Capt. (5) Tremain, B. L., (New York). Watir Singh 31 Wertheimer, Mrs. B. J.

ohnson, S. List of Registered Covers for Merchant

6	Shipt.
S.S. Chingty	Ships.  H. Beale:  Chas. Leadberg:
Chinglu	Chas. Leadberg.
Chowfa	W. Schneider.
R.M.S. E. of Japa	nH. Cooper.
S.S. Erica	Capt. Zindel.
Helsagric	Serang Humar.
" Loosok	L. Brandt.
Transport Penarth	J. C. Connor. (2)
S.S. Shantung	H. S. Clifton.
Shantung	Capt. Quail.
St. Dunston	Leop. Piringer.
" Sui Tai	A. Nene.
Transport Wright	S. Croft.
S.S. Taiyuan	W. Pugh.

#### List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Shiuchinchong. Soonkei (9988). Behnroy. Chingtai (2 telegrams). Takmakoff. Thungsenglong. Chunhangchang. Trienfat. Huffman. Willner. Kaihing. Konghinin, Kongyuenheng. (Two Telegrams)... Kwonghoplong.

Woocheong. Wood. 🕦 Wookec. Yebisumoto. Leile Werthman. Yheetsan. Loheengkee. -Yown. Yuenhoptai. Meade. Nghuyen Thanb. 0903 Yuenhophai. 1,089 1,459. Queemoh. Schmidt (2 telegrams).

#### For Sale.

FOR SALE.

DURAL BUILDING LOT No. 1, situate upon Mount Gough, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lat or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to

DENNYS & BOWLEY, Solicitors, SUPREME COURT HOUSE.

#### Hongkong, 24th August, 1901.

#### A SPECIAL SALE

WILL BE HELD AT THE ITALIAN CONVENT, | having arrived from the above Ports, Consignees on behalf of the poor Orphans from the of Cargo are hereby informed that their Goods 23rd instant, at 2 P.M., to the 28th, of Ladies | are being landed and placed at their risk in and children's underclothing and other useful | the Hongkong and Kowloon Wharf and Godown and embroidered articles suitable for birthday presents &c.

The prices will be marked on every article. The Superioress hopes to receive and merit large share of public patronage. ITALIAN CONVENT,

. .20 Caine Road. Hongkong, 9th September, 1901.

#### FOR SALE.

CEVERAL MODERN BOOKS on En gineering Subjects.

For List, apply "STEAM," Clo The Hongkong Telegraph. Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

COTTAGE PIANO by BORD, of Parts Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO.

#### Hongkong, 27th May, 1001.

Consignees.

STEAMSHIP "NATAL."

COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE TO CONSIGNEES. CONSIGNEES of Cargo from London ex

s.s. Douro, and from Bordeaux, ex s.s. Ville de Lorient, in connection with-above Steamer, are hereby informed that their Goods. with the exception of Opium, Treasure, and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained

immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon. TO-DAY, the 9th inst., requesting it to be landed here. Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after MONDAY, the 16th instant, at NOON, will be subject to rent and landing charges." All claims must be sent in to me on or before the 16th institor they will not be recognised. All damaged packages will be examined on MONDAY, the 16th inst., at 3 P.M.

No Fire insurance has been effected. P. DE CHAMPMORIN, Acting Agent. Hongkong, 11th September, 1901. AUSTRIAN LLOYD'S STEAM NAVIGA

TION COMPANY. NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CARINTHIA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This Vessel brings Cargo: From Trieste, ex s.s. Thetis.

Venice, " s.s. Metcoulch. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 18th instant, or they will not be recognized

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co.

Hongkong, 11th September, 1901.

GIRAULT for all KINDS of FANCY
[9576

Consignees.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co. Steamship

FROM ANTWERP, LONDON, PORTSAID,

SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godown's at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are, given to the contrary before 2 P.M. TO DAY.

Goods not cleared by the tath instant, at A.P.M., will be subject-to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within-ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE. Superintendent. Hongkong, 6th September, 1001. "BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENMOHR," FROMILONDON AND STRAITS.

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Whatf and Godown Company, Limited: whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns: where, they will be

examined on the 13th August, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Hangkong, 6th September, 1908 15 - [981c]

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED. NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL THE Company's Steamship.

Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 16th instant, at

Noon, will be subject to rent. No Fire Insurance will be effected by us in any case whatever,

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, afterwhich no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before JARDINE, MATHESON & Co..

\_\_Agents. Hongkong, 9th September, 1901.

TOYO KISEN KAISHA

NOTICE. ONSIGNEES of CARGO per Steamship

"AMERICA MARU."

Theabove Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk GEORGE ECKLEY,

Acting Agent Hangkong, 9th September, 1001.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND

SINGAPORE. THE Steamship

CXDCDSC.

"ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside,

Cargo impeding the discharge will be landed Cargo remaining on board after the 12th instant: at: 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon. Wharf and Godown

 Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vesse will be landed and stored at Consignees risk and

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co.,

Hongkong, 10th Saptembar, 1901: NOTICE TO CONSIGNEES.

FROM ANTWERF, MIDDLESBRO, LONDON AND STRAITS. THE Steamship.

"RADNOREHIRE" Captain Bindloss, having arrived from the

above Posts, Consigneds of Cargo hie hereby informed that their groods are being landed at their risk into the Codowns of the Hongkong and Kowloon Wharf and Godown Company, Limited at Kowloud and amend at Consignees risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 17th instant will be aubject? All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 230 P.M. No Fire Insurance has been effected

Bills of Lading will be countersigned by SHEWAN, TOMES 4: Co. Hongkong, 10th September, 1901. [10030 Mails.

## NIPPON: YUSEN. KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



TO ALTERATION PROJECTED SAILINGS FROM HONGKONG,-SUBJECT

STEAMERS.	DESTINATIONS.
AWA MARU	KOBE and YOKOHAMA
N. Trent Milke Maru	BOMBAY, VIA SINGAPORE and
M. Yag:	{ COLOMBO
RIOJUN MARU <sup>‡1</sup> O. Ohno	''' } U.S.A., via Shanghai, Moji, Kobé
Гамва Maru	(MARSEILLES, LONDON & ANT-
J. W. Walc	"Colombo; and Port Said
YAWATA MARU A. E. Moses	
ROSETTA MARU	SYDNEY and MELBOURNE, VIA
N. Tate	"" Townsville and Brisbane"

SAILING DATES. To-morrow, 13th Sept., at TO'A.M. To-Morrow, 13th Sept., at

MONEAY, 16th Sept., at

FRIDAY, 20th Sept., at FRIDAY, 20th Sep.t. a Noon. FRIDAY, 27th Sept., at

INABA-MARU...... {KOBE and YOKOHAMA ...... FRIDAY, 27th September, A Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY, and

Atlantic Steamers. For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branefed ffive at Prince's Building, 1st Floor, Chater Road,

> A. S. MIHARA Manager,

Hongkong, 3th September, 1901. TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEĂ OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG,

Saturday, 12th Oct.,

AMERICA MARU (via Shanghai, Nagasaku (Tuesday, 17th, Sept., Kobe, Inland Sea. Yokohama & Hono-Hongkong Maru

saki. Kobe, Inland Sea, Yokohama and Honolulu) Alppon Maru (via Shanghai, Nagasaki, Tuesday, 5th Nov., Kobe, Inland Sea, Yokohama & Hono-

THE Twin Screw Steamship

(via Shanghai, Naga-

W. Bainbridge ......

... "AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA and HONO-LULU, on TUESDAY, the 17th September, at-Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU; and Passengers are allowed to break their journey at any point en raule. Through Passage Tickets granted to England,

France, and Germany by all, trans-Atlantic' lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application-Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes' from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC.

CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding orders for OVERLAND CITIES in the United States have between SHANGHAI, INLAND SEA OF JAPANA San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC. and other direct connecting Railways and from Chicago to destination the choice of direct

and Northern Pacific Railways; also the

Particulars of the various routes can be had

on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families. . Through Bills of Lading issued for transportation to Vokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities

Company's and connecting Steamers, Proight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

required.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. GEORGE ECKLEY, · Acting Agent,

Honokowa 26th August root [IOOIC TO IMPORTERS FROM THE UNITED

> THE CHINA MUTUAL STEAM NAVI- ment Services. GATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Fuget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjunction

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Paints of U.S.A. to the ORIENT.

For further Particulars, apply at THE CHINA MUTUAL STRAM NAVI-GATION CO'S OFFICES, NEW YORK : To the Agents of the Company at Japan; China, Hongkong, Phillipines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for

the East, SHANGHAL JARDINE, MATHESON & Co. Hongkong, 26th July, 1901.



#### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN. PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA

PERSIAN GULF, CONTINENTAL and AMERICAN PORTS). HE Steamship

"PARRAMATTA!

Captain R. T. Cooks R.N.R., carrying His

Majesty's Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 14th Septem. ber, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables, all Cargo for France; ind Tea for London (under arrangement) will e transhipped at Golombo into a steamer.

proceeding direct to Marseilles and London; other Cargo for London; &c., will be conveyed vid Bombay with Transhipment. Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value: of all Packages are required. Shippers are particularly requested to note

the terms and conditions of the Company's Bills of Lading. . For further Particulars, apply to H. A. RITCHIE,

Superintendent.

#### Hondkong, zgth August, Toot. NORTHERN PACIFIC STEAMSHIP. Union Pacific, Denvek and Rio Grande, **COMPANY**

PROPOSED SAILINGS FROM HONGKONG.

KOBE AND YOKOHAMA Union Pacific, Denver and Rio Grande, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

> Steamers. Captains. Duke of Fife ... 3,821. J. S. Cox..... Sept. 10 Olympia ...... 2,837 J. Truebridge Oct. 'i Victoria ....... 3.502 J. Panton ... Oct. 15 Brasmar ....... 3,601 W. Watt ...... Nov. 12

Glenogle ...... 3,750 W; Frakes ... Nov. 25

THE attention of Passengers is directed to I the very cheap rates offered by this Line of the United States, via Overland Railway, to to the PACIFIC COAST and to the INTERIOR Havana, Trinidad, and Demerara, and to ports and EASTERN CITIES of the UNITED STATES in Mexico, Central and South America, by the and to EUROPE. HONGKONG TO LONDON LSZ. Excellent accommodation. First-class Table.

DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one the first class Atlantic Mail Lines. HONGKONG TO NEW YORK 248 The Railroad travelling is second to none on he American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41; days, Magnificent Scenery of the Rocky and CASCADE MOUNTAINS, The YELLOWSTONE

NATIONAL PARK Toute. HONGKONG TO VICTORIA,

TACOMA £35. The best route to the KLONDYRE GOLD IELDS. Frequent Sailings from Victoria. l'acoma to Dyra and St. Michael.

Rates of Passage to other Points on applica-Special rates allowed to members of Govern-For further Information as to Passage or Preight, apply to DODWELL & Co., LIMITED.

General Agents.

#### REGULAR STEAMSHIP SERVICE TO NEW YORK,

Hongkong, 25th August, 1001.

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGRONG MOGUL ..... Sept. "SATSUMA" ....,261h Oct."
"KURDISTAN" ......

For Freight and further information, apply HODWELL, & Co., LIMITED,
Agebts
Tiongkobs, 7th September, 1901.

#### Shipping—Steamers. CHINA NAVIGATION COMPANY. LIMITED. TO SAIL. STEAMERS. ILOILO and CL BU ...... KAIFONG "\* OHINGTU " ..... 15th instant. YOKOHAMA ...."" WOOSUNG " SUNGKIANG "... toth instant. MANILA ..... WHAMPOA " ..... 20th instant. TIENTSIN .... " KWEIYANG!" ... 22nd instant. \* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitt ! throughout with Electric Light. A duly qualified Surgeon is For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. STEAMSHIP COMPANY OCEAN OUTWARDS STEAMERS. FROM 'AGAMEMNON' ..... 19th instant. GLASGOW and LIVERPOOL ..... ist October. 9th October. S.S. "ULYSSES" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 14th instant. HOMEWARDS. FOR LONDON. 17th Sept., 1901. "AJAX " ....... 1st Oct., ,, NESTOR ".... FOR LIVERPOOL (DIRECT), (Taking Cargo at London RATES). " ORESTES " |...... 15th Sept., 1901. " ULYSSES " .. ...." 15th Oct., 'DARDANUS''..... 15th Novay and For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co. INDO-CHINA STEAM NAVIGATION SHEWAN, TOMES & CO.'S COMPANY, LIMITED. "NEW YORK" LINE. FOR MANILA FOR NEW YORK VIA SUEZ CANAL. THE Company's Steamship THE Steamship "YUENSANG," Captain P. H. Rolfe, will be despatched as above , will be despatched for the TO-MORROW, the 13th instant, at 5 P.M. above Port, on or about the 13th instant. This Steamer has Superior Accommodation To be followed by the for First class Passengers and is fitted through-S.S. "ANAPA," out with Electric Light, and carries a Doctor. about 15th October, 1901. For Freight or Passage, apply to For Freight, apply to JARDINE, MATHESON & Co., SHEWAN, TOMES & Co., General Managers. Hongkong, oth September, 1001. Hanglenng, 3rd.September, 1901 FOR NEW YORK VIA SUEZ CANAL. CALIFORNIA AND ORIENTAL THE H.A.L. Steamship STEAMSHIP COMPANY. -" ARAGONIA,' IN CONNECTION WITH Captain Forst, will be ready to receive Cargo THE ATCHESON TOPEKA & SANTA for the above Port on FRIDAY, the 13th FE RAILROAD CO: instant, and will be despatched on the 15th PROPOSED SAILINGS FROM For Further Particulars, apply to HONGKONG TO'SAN DIEGO ANI HAMBURG-AMERIKA LINIE, - SAN FRANCISCO. Hongkong Office. VIA SHANGHAI, INLAND SEA OF Hongkong, 7th September, 1901. JAPAN AND HONOLULU. FOR SINGAPORE, PENANG AND Taking Cargo and Passengers to JAPAN PORTS. CALCUTTA. and HONOLULU, The UNITED STATES, &c. THE Steamship. about | Sept. 17 Carlisle City... "ARRATOON APCAR," Captain E. Fey, will be despatched for the Oct. I Strathgyle ..... about above Ports, on SUNDAY, the 15th instant, THE Steamship at Daylight. For Freight or Passage, apply to "CARLISLE CITY." DAVID SASSOON, SONS & Co., will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-Hongkong, 11th September, 1901. HAMA and HONOLULU, on or about THE OSAKA SHOSEN KAISHA, the 17th instant. Through Bills of I iding issued to any point LIMITED. in the United States. FOR TAMSUL VIA SWATOW & AMOY. Cargo will be received on board until ; "," THE Company's Steamship the day previous to sailing. Parcel packages will be received at the OFFICE until the same " DAIJIN MARU," time. All parcels should be marked to address Captain T. Ogain, will be despatched for the in full. Value of same is required. above Forts, on SUNDAY, the 15th instant. Consular Invoices, to accompany cargo des-For Freight or Passage, apply to tined to Points beyond San Diego, should be TOE MITSUI BUSSAN KAISHA sent to the Company's Office, addressed to the Agents. Collector of Customs, San Diego. Hongkong, 9th September, 1901. For further Information as to Freight or Passage, apply to THE CHINA MUTUAL STEAM NAVIGA **BUTTERFIELD & SWIRE,** TION COMPANY, LIMITED. TRANS-PACIFIC SERVICE Hongkong, China and Japan. Hangkang, 11th September, 1001 VICTORIA (B.C.) AND SEATTLE. AUSTRIAN LLOYD'S STEAM NAVIGA-Calling also at TACOMA and carrying Cargo

TION COMPANY. STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS). HE Company's Steamship

Captain Leva, will be despatched as above on TUESDAY, the 17th September, P.M. For Information as to Passage and Freight, SANDER, WIELER & Co., Hongkong, 28th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 18th For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 4th September, 1901. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND THE Company's Steamship Lpany to and from Australia, are available for

"ANDING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 25th instant. at Daylight. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, 'Agents Hongkong, 11th September, 1901. "GLEN" LINE OF STEAMERS. FOR NEW YORK, YIA SUEZ CANAL.

"GLENGYLE," Captain T. Darke, will be despatched for the op or about the 15th October. above Port, on the 28th September, 1901. For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 28th August, 1901.

THE Steamship.

## Shipping.

#### STEAMER. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MAR-SEILLES, MEDITERRANEAN AND BLACK SEA PORTS;

LONDON, HARVE, BORDEAUX; PORTS OF BRAZIL AND RIVER PLATE.

N M()NDAY, the 23rd September, 1901, at, r P.M., the Company's Steamship "INDUS," Captain Dutchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-don as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 22nd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For Further particulars, apply at the Com-

pany's Office. P. DE CHAMPMORIN,

Acting Agent. Hongkong, 11th September, 1901.

## SAILING VESSEL.

FOR NEW YORK. THE 3/3 A. I. I. American ship

"MANUEL LLAGUNO! will load during September and October, sailing about 25th October. For Freight, apply to

SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

#### Intimations. BOARD RESIDENCE.

MRS. HUBBARD. 166, QUEEN'S ROAD EAST. Hongkong, 11th September, 1901

M. STEVENS & CO. CARRY IN STOCK. A FULL LINE OF "GERMINAL" MANILA CIGARS... T. M. STEVENS & CO: Beaconsfield Arcade.

BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the

CLUB GERMANIA).

Hongkong, 2nd September 1901.

CANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and RE-PAIRED. Sanitary Board Notices receiveprompt attention. Agent for MOSAIC TILES. Prices on Application.

#### HERMANOS. DIAMOND MERCHANTS, JEWEL-

LERS AND WATCHMAKERS. EASTMAN'S KODAKS and FILMS.

Sole Agents for CLEMENT'S WHEELS Sole Agents for "OMEGA" WATCHES "OMEGA" is the BEST. 40, QUEENS ROAD, "Watenn's Building

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER

SMITH'S, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. 'Agents for Louis Audentars' Watches, awarded the highest Prines at every. Exhibition; and for Volgtiander and Soliu's

CELEBRATED OPERA GLASSES. MARINE GLASSES and SPYGLASSES Now, 21 & 26. Queen's Road Central: [21

#### A. LING & Co., FURNITURE STORE.

on through Bills of Lading to NEW YORK

and other points of the United

States in connection

with the

GREAT NORTHERN RAILWAY CO.'S

"TEENKAL"

Tons 4,642, Commander H. C. Harris,

is due here on 24th instant and will have

For Rates of Freight and further Particulars,

Hongkong, 10th September, 1901. / [9990

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

Calling at PORT DARWIN and QUEENS-

LAND PORTS, and taking through Cargo

to Adelaide, New Zealand,

TABMANIA, &c.)

Captain George, will be despatched as above

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

This Steamer is installed throughout with the

A-Stewardess and a duly-qualified Surgeon

N.B.—Return Tickets issued by this Com-

return by the Steamers of the CHINA NAVIGA-

UNITED STATES AND CHINA-JAPAN

FOR NEW YORK VIA SUEZ CANAL.

"LONGSHIPS."

JARDINÉ, MATHESON & Co.,

Captain Moore, will be despatched as above

\_STEAMSHIP LINE.

GIBB, LIVINGSTON & Co.,

Agents.

on THURSDAY, the 3rd October, at Noon.

sions, Ice, &c., throughout the voyage.

TION COMPANY and vice versa, 💉

For Freight or Passage, apply to

Hongkong, 9th September, 1901

THE Company's Steamship

For Freight, apply to

[937c] Hongkong, toth September, 1974

JARDINE, MATHESON & .Co.,

HE Steamship

THE Steamship

Electric-light.

are carried.

quick despatch.

(Next Door to Messrs. WATKINS & Co. Queen's ROAD CENTRAL. Speciality: FOOCHOW LACQUER WARE.

#### Hongkong, 18th June, 1901. HONG SING.

8 Beaconsfield Arcade. T NTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvasses, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901, MEE CHEUNG. PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road. TS now in a position, in his New and Commodious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Fay East. GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1808.

#### SUI SANG, (Lately Practising with Dr. I. SAKATA),

No. 4, Queen's Road Central. Hongkong, 3rd January, 1001. (1981)

#### DENTISTRY

MERICAN SYSTEM, WONG HO-MI SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE 50, QUEEN'S ROAD CENTRAL. Hongkong, and January, 1901, 7 [8c

NTOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any

NOTIOE.

DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour: L. SCHEPP, American ship, C. S. Kendall.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES JEYES FLUID AVOID ALL RISK OF OUTBREAK BY.

Intimations.

NOTICE.

ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, oth March, 1807. THE CHINA & JAPAN TELEPHON

AND ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum. PRIVATE LINES, \$100 Per, Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines more than average length.

ELECTRIC SUPPLIES OF EVERY DES . CRIPTION IN STOCK. INCLUDING:-

DATTERIES, CHEMICALS,

LECTRIC BELLS T NSULATORS,

IGHTNING CONDUCTORS C WITCHES,

TELEPHONES.

. TIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS. Erected and kept in order.

Estimates given for all kinds of Electrical.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:-2. ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, Manager. Hongkong, 19th August, 1901.

#### "BOULTER'S."

(T. B. Russell in the Morning Leader,)

A river of dancing water, that laughs and sparkles as if there were no gasometer just behind the trees; a pleasant strip of land, dividing the stream from the broad water under the weir; a little curved bridge, just below the gates, whence an interested assemblage looks cynically down upon the river-folk; several steam launches (with musical accompaniment) and an annoyed lock-keeper, whose business all day long will be to warn inexperienced or obstinate skiff-loads that if they won't get astern a little they will be swamped when the sluices rise—this is the spectacle presented by the Thames on any Sunday morning at Boulter's Lock, just above Maidenhead.

Everyone, almost, is going up stream, because Boulters leads to the loveliest and most entirely satisfactory reach on Thames (consequently and incidentally on any river in the world), and nobody wants to be kept waiting. People of experience make up their minds to the inevitable, and go over the rollers, because they are aware that the later it gets the more launches there will be, and that launches must, by a dispensation of the Conservancy, take precedence of small

help you over the rollers, and some of us would back ! fare ill if the river didn't breed a sportsmanlike kindliness, which is quite unselfish, since it comes not more often from the boat behind, which can't get over until you are already over

gets across stream on the weir side, where a channel must needs be kept for a few boats coming down, and for the launches that must. by river law, go into the lock first and foremost The lock-keeper's assistant on the bank calls

out entreaties and counsel.

Let your skiff go astern, please, sir : you're blocking all the river." 'You can't stay on that comer, sir; you'll be upset when the water comes up under them sluices." "Go back a little, sin please, sir" (growing excited, but never bating the first jot of an exasperated civility); "sir-will you, please, go back a little; you ain't saving no time, sir; you're only keepin' everyone waiting." "All out, Bill! (to the lock-keeper). "Now, then, Bona fide," (pronounced in three syllables—to the steersman of a steam-launch containing some 50 black-coated mechanics accompanied by an incredible quantity of beer) "come on, Bonafid'—don't you go ahead with your skiff, sir. You can't go in now. Whatever you do, don't Iyou go into the lock. Come back, sir; you're going to get broke up,

sir. Stop her, Bonafid'." A boat containing a lady with chemical bair, squired by a youth with unmistakeable evidence of being of the stock of Abraham, reluctantly slips back to its proper place astern of the steam launch, where the lock man has been trying in vain to persuade it to go ever since it arrived. It collides with and nearly capsizes a Canadian cance, prow [high out of water, that knows exactly what it is about, and is doing no harm to anyone. The occupant withers under the contumelious gaze of the chemical lady, and the launch is at last allowed to glide into the lock, which it does with extraordinary skill, just running to the further gates without touching them.

One or two from a queue of smaller launches that are waiting also get in, and the interstices are filled up with skiffs, punts, and canoes manipulated with skill, or scornfully assisted by the lock-keeper with a boathook that is longer than one had conceived it could possibly be.

The last few boats are sent back, reluctantly and slowly, and a gentleman in boots and a billycock hat, who is trying to manipulate his boat by means of a scull held paddlewise, gets hopelessly across, and makes himself an incredible nuisance to everyone, as the huge wooden gates gradually close and the lock "made" at last.

#### CONTORTED CABLES:

'LUDICROUS BLUNDERS IN SUBMARINE

Many a laugh-and unfortunately, many tear-has been caused by the blunder in a telegram, but screamingly funny have been the mistakes made with cablegrams that have come under the writer's notice. Just as the message by land telegraph is sometimes termed "wire," so the enigmatic words sent by cablegraph are called "cables," and it is with these twisted into ludicrous shapes this article deals.

It must be understood that "cables" are very expensive luxuries. Those sent to Australia cost four to five shillings a word, and every word has to be paid for. It will, therefore, be realized that the correspondent in London cabling to his paper at the Antipodes strains in every way to economise. More: especially as in all the leading papers of the new Commonwealth there are columns of interesting cablegrams daily about matters occurring in England and on the Continent. 'O course, only "skeletons" have been cabled, and these have been expanded and "dressed-up" before publication in order that they may be understood by our Australian kin. It is in "dressing-up" more frequently that the most amazin z blunders are made?

The King's horse Diamond Jubilee last year won the race for the Two Thousand Guineas but in 1889 Enthusiast was first, and the placed horses were cabled to Australia thus in "skeleton "-"Two Thousand, Enthusi st, Donovan, Pioneer." But there were no commas cabled, as they would have had to be paid for so one of the Queensland papers "expanded' the message into this peculiar shape:--"Two thousand enthusiasts met to-day to welcome Mr. Donovan, the celebrated pioneer." Doubtless by the next mail the London representative got a nice wigging for sending such an uninter-

esting item 13,000 to 14,000 miles by cable. Some little time ago a connection of our Royal Court died on the Continent. A day later a Victorian bookmaker on a visit here also suddenly demised. The two cabled items "blurred," and this was what the inhabitants of . Bundaberg read in their local daily :-- " London, Thursday.-The death is announced of Alfred Josephs of apoplexy at the Hotel ....... At the Queen's instance the interment of the body at Coburg has been postponed from Friday to Saturday. The Kaiser, Prince of Wales, and the Duke of Connaught will attend. The body lies in state at St. Moritz Church." Great honour indeed for the Australian betting-man

The next blunder occurred between Soudan and London. It was in 1885 that nows was The same Conservancy, in its wisdom, gets | sent through Cairo that the Fuzzy-Wuzzies the toll anyway-"Through, by, or over the (Kipling has immortalized them) had been lock or weir," says the by-law. It is believed beating the nagaras (i.e., war-drums) vigorously H. Leon, and 224 Chinese. that people who inadvertently choose the last for some days, and that trouble was expected. course, and get drawn over the weir, have their However, the War Office were informed that pockets immedia ely searched for threepence "that fierce and formidable tribe the Nagaras when they are fished out by the lock-keeper. have been continually beaten during the last But the Conservancy doesn't trouble itself to few days." No wonder, when they couldn't bit

The diverse decipherings by several papers in the same cablegram syndicate of the same "skeleton" strike one harder than ever in the region where laughter is located. Here are gone, than from the boat in front, which is the manners in which the one cable was contorted by three New Zealand papers some time The foolish boats have decided to get through ago. Number one published: "The Italians at the next lock "that is, at the next open. have kidnapped two Princes who are closely. ing of the gates (which they won't) grind related to Menelek, ruler of Abyssinis, and who and gird and hold each other's towlocks, and were travelling in Italy for their education! sometimes (1-am airsid) take hold of one Number Two served up 4 juicier, though [1000c | SEA WITCH, American ship, Howes, Master. | another with boathooks | Bornsone slways | smaller, joint 172, Italian agents in Abyasine | China coast rain showers.

are reported to have successfully kidnapped King Monelck, the ruler of the country." Though Italy was then at war with Abyssinia. such a manner of warfare could hardly be justified; but newspaper Number Three completed the farce in subdued terms :-- "Mr. Monolick (sic), who is travelling in Italy for educational purposes, has disappeared, and it is reported that an Italian agent has kidnapped him." This may be said to have mene-licked the lot, for what the real message was about the public nover learned.

Turning to the national game of cricket, which has done more to knit England and Australia together than all the efforts of diplomacy, the eagerness of a cable "dresser-up" in Melbourne once led tora funny blunder. A "skeleton" was cabled from London that "Stoddart had completed his team (for the Australian tour), but critics considered he would find the need of batters before the end of the season." That uncricket-like word "batters" caused all the worry which the use of the right word "batsmen" would have gvoided. The "dresser-up" had never heard of "Batters," but were his readers to be deprived of information concerning Mr. Batters because of his ignorance? Perish the thought; and the usual explanatory note to the cablegram stated firmly, "Batters is one of the best county men of the year. He is at the head of the English' averages," &c. When Stoddart's team were later defeated in the test matches, English exiles, long absent from the "dear homeland," in many a fierce argument would contend that things would have been very different had "Batters" only accompanied them.

As a cargo of tea is said to have lost the United States to Great Britain, so a " contorted " cable in the long years ago put a severe strain on the "painter" which attached the smart skiff Australia to the barque Britain. A Sydney paper published a cablegram from London that "the Admiralty has announced that the war-ship Pearl is considered good enough for the Australian station." 'The insulted "Comstalks" blood fired up to fever heat, and a meeting of the Cabinet was hurriedly summoned, and defiant messages were drafted for the Mr. Chamberlan of that time. Fortunately, before it was too late, it was discovered that the cable should read, "The Admiralty are sending the warship Pearl, Commodore Goodenough, to the Australian station." The ill-fated Goodenough arrived, became universally popular, but a few years later was murdered in the South Sea Islands in an attack by camibal savages, on his ship's boats.

When the Rongten rays were first attracting attention, a cablegram was sent to New Zealand that "gallstones, stones in the bladder, &c.," were plainly rendered v sible. The full message published, however, read :- " Doctors are using Rontgen's discovery with astounding results. Mr. Gladstone's stones in the bladder and injuries to the bones are easily seen." It is, said that when this was brought by a colonial Agent-General under the notice of the Grand' Old Man, he laughed long and heartily-Pall Mall Gazette.

#### Shipping.

KOUN MARU, Japanese steamer, 1,783, Y. Minamikawa, 11th Sept.,-Kobe and Moji 3rd Sept., General.—Kusakabe & Co.

SABINE RICKMERS, British steamer, 690, J. R. Nashet, R.N.R., 11th Sept.,-Canton 11th Sept., General.—Arnhold, Karberg & Co. UMBER, British storeship, 1,640, H. J. Davison, 12th Sept.,-Woosung 8th Sept. KONIGSBERG, German steamer, 3,135, E.

Christiansen, 12th Sept.,-Hamburg 27th July, and Singapore 6th Sept., Ceneral.— Siemssen & Co. Fushun, British steamer, 1,500, W. H. Lunt,

12th Sept.,—Canton 11th Sept., General.— C. M. S. N. Co. MIIKE MARU, Japanese steamer, 3,801, M.

Yagi, 12th Sept,-Yokohama 31st Aug., General.-Nippon Yusen Kaisha. HANGSHA, British steamer, 1,463, T. Moore, 12th Sept.,—Shanghai 9th Sept., General. -Butterfield & Swire.

LANDRIA, German steamer, 1,286, F. Eichbaum, 12th Sept.,-Canton, 12th Sept., General.—Siemssen & Co. LYSSES, British steamer, 2,281, J. Edmandson, 12th Sept, Singapore 7th Sept,

General.-Butterfield & Swire. RIAKE MARU, Japanese steamer, 2,816, T. Tasaka, 12th Sept.,-Kutchinotzu 7th Sept, Coal.-Mitsui Bussan Kaisha. Clearances at the Harbour Office.

Machew, German str., for Swatow. P. C. Klac. German str., for Swatow, Pax, Belgian str., for Saigon. Pak Kong, British str., for Canton. Fushun, British str., for Shanghai. Sabine Richmers, British str., for Tameui. Mexican Prince, British str., for Singapore. Holmoon, British str., for Canton. Luccia, Austrian str., for Saigon. Awa Maru, Japanese str., for Kobe. Jacob Diederichsen, German str., for Haiphong. Indravelit, British str., for Moji.

Sept. 12, Thales, British str., for Swatow: Sept. 12, Tsurugisan Maru, Jap. str., for Moji. Sept. 12, China, German str., for Swaton. Sept. 12, Woosung, British str., for Canton. Sept. 12, Machew. German str., for Swatow. Sept. 12, Siskan, British str., for Swatow. PRISONEPTS - A THE PAR

Per Milke Maru, from Yokohama-Mr. and Mrs. McClean, I Chinese and 2 Japanese. Per Konigsberg, from Singapore-Mr. and Mrs. Moll, Messra. Theodor Wecker, E. Kern,

For Diamante, for Manila-Mrs. C. Ugarte, Mr. and Mrs. Voglerang, Mr. A. F. Fisk, Mr. and Mrs. J. A. Avery, Messrs. Choy Tso Chuan, Ong Wing, Mr. and Mrs. Coates, 2 children and 2 servants, Messre: Che Wei Fat, Chas. W. Carson, E. B. Grace, Wong Yow Cheong. Sinbad, E. Massey, A. Sorensen, J. H. Miller, E. J. Drolittle, J. Gomez, M. Tunorenceo, E. J. Ward, F. Richards, J. Hutcheson and J. Parke.

## SHIPPING REPORTS

Capt. H. Davison, of the steamship Humber. from Woosung, reports :- Fair weather. Capt. M. Yagi, of the steamship Milks Maru. from Yokohama, reports :- Peaceful voyage. Captein E. Christiansen, of the steamship. Konigiberg, from Hamburg and Singapore,

reports - Fine weather throughout variable light winds and moderate sea o Close to the

#### NOTANDA CALENDAR. SEPTEMBER. Meleorological means based on fifteen years' observations to 1808. Barometer ......29.755 Humidity ...... 33. 13.482 TO-DAY. WEATHER REPORT. On date at On date at Barometer ..... 29.93 Temperature ...... 80 Humidity ..... 76 Rainfall ..... TO-DAY. Thursday, 12th September, 1901. Chinese-30th of 7th moon of 27th year of Kroang-su. Sun-Rises ..... 5hr. 47min. Sets Ohr. 5min. High water—Morning ..... Shr. 35min.

Afternoon ...... ohr. 22min.

Afternoon ..... 2hr. 41min.

Low water-Marning ...... zhr. 51min.

ANNIVERSARIES.

near the Pratas Shoal.

1898-Fearful hurricane in the West Indies.

Friday, 13th September, 1901.

SUNDAY, 15th.

H. A. L. Co.'s steamer Aragonia leaves for

O. S. K. Co.'s steamer Daijin Maru leaves for

Tamsui via Swatow and Amoy.

Apear leaves for Singapore, Penang

Daylight-D. S. & Co.'s steamer Arratoon

New York via Suez Canal.

Stores at 11 a.m., at Central Police Howkins, Mr. J. A.

Station, by Messrs. Hughes & Hough. | Hughes, Mr. W. K.

and Calcutta.

1819-Marshal Blucher djed.

Fei Hoo . ...... Canton River ....... Loongmoon ..... PASSED THE CANAL. Outward-16th August-Ulysses, Palawan 20th August-Kherson, Malaya, Marianne 23rd August-Agamemnon, Ceylon, 27th August-Ambria, Bamberg, Olimpo, Hamburg. 30th August-Calchas, Inaba Maru, Anapa Teenkai, Dresden. 6th September-Salasie Socolra, Hermiston, Prima. 10th September-Rentomond, Sachsen, Adana, Segovia, Cholon

Pembrokeshire. Homeward-27th August-Sambia, Kana gawa Maru, Sunda. 30th August-Wursburg 6th September-Stuttgart. 10th September-Deucation, Sado Maru.

The N. Y. K. Co.'s steamer Tamba Maru (European Line) left Kobe via Moji for this port on the 11th inst., and is expected to arrive

RONGKONG AND WHAMPON DOCK RETURNS.

here on the 18th inst.

Victoria .....

Zafiro ......

Eleano .....

Arrivals at Home-27th August-Kila 1854—Strike of Hongkong Washermen. 1887—British barque Billy Simpson abandoned Annam. 6th-September-Alcineus, Glaucus Ixion, 10th September-Guadiana.

#### VISITORS AT THE HONGKONG HOTEL.

Friday, 13th September, 1901.		<del></del>
Chinese—1st of Sth moon of 27th year of	Anderson, Mr. W. H.	Kiene, Mr. and Mrs. F.
Kwang-sil.	Andrew, Mr. D. A.	Lazarus, Mr. N.
Sun-Rises 5hr. 47min.	Angus, Mrs.	Leech, Mr. and Mrs.
Sett 6hr. 4min.	Ansaldo, Capt. G.	Massy
Moon-Full Moon far. 55min. a.m.	Arnold, Mr. H.	Littledale, R.E., Major
High water-Morning ohr. 18min.	Bailey, Mr. W. S.	R. P.
Afternoon 9hr. 43min.	Barlow, Mr. 18. J.	Long, Mr. & Mrs. D. M.
Low water-Morning 2hr. 33min.	Beckett, Mr. G. W.	Lyon, Miss
Afternoon 3hr. 10min.	Bell, Mr. J. T.	Lyon, Mr. J. M.
ANNIVERSARIES.	Black, Mr. J.	Macdonald, Mr. D.
	Bonner, Mr. A.	Marlow, Mr.
1806Charles James Fox died.	Brown, R.E., Major W.	McAlliffe, Mr. J.
1882-Battle of Tel-el-kebir.	l n	McLaughlin, Mr. W.
1876 Convention signed at Chefoo by Sir	Busustow, Mr.	F.
Thomas Wade and Li Hung-chang-	Cornented Mr & Mrs.	McLellan, Capt. and
1872-Grand Duke Alexis of Russia visited	I. G.	Mrs. E. E.
Hongkong.	Clark, Dr.	Meiffie, Mr. H.
	Cole, Mr. G. E.	Michael, Mr. S. J.
AGENDA.	Colombo, Mr. G.	Micheaux, Mme. de
FULLEDIN	Colson, Mr. J. S.	Parfitt, Mr. W.
	Cylindar, Mr. M.	Patrick, Mr. J.
TO-DAY.	Denroche, Mr. P. C.	Pearce, Dr. W. W.
Cargo ex Canton subject to rent.	Devilbiss, Mr. D. M.	Pilkington, Mr. H. S.
Cargo ex Arratoon Aprar subject to rent.	Discombe, Mr. G. M.	
<del></del>	Dorchill, R.A., Major	Pitcher, Mr. A. J.
TO-MORROW.	Dyson, Major P. S.	Price, Mr. H.
About Shewan Tomes' steamer Ataka leaves	Edwards, Mr. F. W.	Quennell, Lieut. W. A.
for New York via Suez Canal.	Fernald, Mr. and Mrs.	<b>-</b> 1 /
to a.mD. Co.'s steamer Haimun leaves for	Field, Mr. A. G.	Reid, Mr. A.
Swatow, Amoy and Tamsui.	Fischer Mr.	Robertson, Mr. W. R.
"anim.—"Shire"line steamer Radnershire leaves	Gardyne, Mr. Bruce	Schmidt, Mr. H.
for Nagasaki, Kobe and Yokobama	Gendron, Mr. P.	Schouw, Mr. C.
5 p.mI. C. S. N. Co.'s steamer Yuensang	Gibson, Mr. Kennedy	Sellars, Mr. E.
leaves for Manila.	Glover, Mr. C.	Sergeant, Mr. P. W.
Cargo ex Salsuma subject to rent.	Grant, Mr. John	Simpson, Mr. A. E.
Cargo, ex Benvienue subject to rent.	Grimes, Mr. and Mrs	. Slavin, Mr. I. M.
Cargo ex Benmohr subject to rent.	1. H.	Smith, Mr. F. W.
	Guignard, Mr. E.	Smithers, Mr. R. G.
SATURDAY, 14th.	Hamilton, Mrs.	Stafford, Mr. T. C.
Noon-P. & O. Co.'s steamer Parramatte		Taylor, Mr. D. G.
leaves for Bombay.	Henningsen Mr. H. F	. Thomson, Dr. and Mrs.
Public Auction of Damaged and Condemne	Howard, Mr. Thos.	J. C. and child
Cover of the new of Control Police	P. Unwhine Mr. 1 A	Tibbey, Mr. H. M.

#### VISITORS AND RESIDENTS AT THE

Hongkong, 12th September.

Credits, 4 months' sight ....... 1/11

D'ments, 4 months' sight .....1/11

Credits, 30 days' sight .....47

On demand ......145

Hongkong, 12th September.

MONDAY 16th	PEAK HOTEL.
MONDAY, 16th.  Cargo ex Natal subject to rent.  Cargo ex Moyune subject to rent.  TUESDAY, 17th.  Cargo ex Radnorshire subject to rent.	Baulton, Mr. J. F. Martin, Mr. R. Beattie, Mr. James May, Mr. A. J. Benjamin, Mr. S. S. McDermott, Mr. A. P. Bonnar, Mr. J. W. C. Miller, Mr. and Mrs. Brawn, R.E., Col. L. F. Perrott, R.A., Colonel Brayne, Mr. H. F. R. Pitt, Mr. John, R.N.
WEDNESDAY, 18th.  O. S. K. Co.'s steamer Maideuru Maru leaves for Apping, via Swatow and Amoy.  Cargo ex Carinthia subject to rent,  MONDAY, 23rd.  M. M. Co.'s steamer Indus leaves for Marseilles via ports of call.  WEDNESDAY, 25th.  Daylight—O. S. K. Co.'s steamer Auping Maru leaves for Foochow via Swatow and Amoy.	Rrusse, Mr. G. Collard, Col. A. W. Crookenden, Col. Dairn, Mr. George H. Drion, Mr. F. Ezekiel, Mr. J. S. Forbes, Mr. Andrew Fraser, Mr. and Mrs. H. W. Graham, Mr. D. M. Gumprecht; Dr. Hamilton, Major Jeffries, Mr. H. N. Collock, Hon. H. E. Qustinoff, Mr. M. Rumsey, R. N., Hon. R. Murray Sawer, Mrs. Sinclair, Mr. A. Smith, Mr. T. J. Smith, Mr. T. J. Stokes, Mr. A. G. Thomson, Mr. J. S. Wheeler, Mr. W. H. Wilgress, Mr. W. T. Wilson, Mrs. W. and child Vright, Mr. and Mrs.
SHIPPING CAZETTE.	Lee, Mr. J. E. H. Taylor Mackay, Mr. J. A. CRAIGIEBURN.

EXCHANGE.

ON LONDON, Telegraphic Transfer 1/11 3/16

ON BERLIN, (demand) ......M.1.98

ON PARIS, Bank Bills on demand .......2.44

ON NEW YORK, Bank Bills, on demand ...47

QN BOMBAY, Telegraphic Transfer......1447

ON SHANGHAI, Telegraphic Transfer .......73
Private 30 days' sight ......nom.

ON YOKOHAMA, T.T. ......52 % prem. 

Gold Leaf 100 touch, per tael ......53.25 Dollars ......nom.

OPIUM QUOTATIONS.

Old Patna.......972

Old Benares ......945 . 263

#### SHIPPING GAZETTE.

In future the Telegraph shipping form supolied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:-August 20th.

The officers of the Catherine Apear (Capt. S. H. Belson) are: - Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engi- | Farrow, Capt. J. neer, T. S. Laurie, 2nd T. Barrie 3rd, W. Park, Grimble, Mr. & Mrs. G. F. R. C. 4th, W. Marks, Purser, M. J. Edwards.
The officers of the Wing Sang (Capt. H.

Sellar) are :-- chief officer, Mr. Bicard, 2nd H. W. Weare, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 26th: Capt. Davis has resumed command of the

Mr. Evans, chief officer, has returned to the Mr. Short, and officer of the Haifan, has returned to that ship. August 30th.

Captain W. Passmore has taken over the command of the Haimun. 1/15 . Mr. Walters has joined the Flatimum as 3rd engineer.

September 11th. The officers of the Flandria (Capt. F. Eichbaum) are :-chief officer W. Schaake, and E. Lehmann, chief engineer M. Biese, 2nd C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

#### SHIPPING AND MAIL NEWS.

MAILS DUE. English (Palawan) to-morrow. German (Hamburg) 17th instant. German (Prins Heinrich) 18th instant. American (City of Peking) 19th instant. American (Gaelic) 24th instant.

Canadian (Empress of China) 30th instant.

American (Hongkong Maru) and prox.

The Austrian Lloyd's S. N. Co.'s steamer Trieste left Singapore for this port yesterday the

## THE SHARE MARKET.

Teorges Valentine at Kowloon Dock.			
Zafiro			
Eleano n	(SEPTEMB	BER rath.)	
Thangsha " " " " " " " " " " " " " " " " "			
Kaifong n	COMPANIES.	PAID UP 4 CAPITAL	LATEST QUOTATION
Tei Hoo 11 15 16 17 18 19 19 19 19 19 19 19 19 19 19 19 19 19			
Loongmoon " Cosmopolitan	Ban	ks.	
PASSED THE CANAL.	Hongkong and Shanghai Banking Copora-	<b>S</b> 125	\$600 buyers.
Outward—16th August—Ulysses, Palawan. oth August—Kherson, Malaya, Marianne.	The Bank of China and Japan, Limited-(Pre-	7 123	
and August - Agamemnon, Ceylon, 27th	ference) The Bank of China and Japan, Limited—	<b>3</b> 5	Nominal
Jugust-Ambria, Bamberg, Olimpo, Hamburg. oth August-Calchas, Inaba Maru, Anapa,	(Ordinary) The Bank of China and Japan, Limited—	<i>A</i> 4	£0.15/
Teenkai, Dresden. 6th September-Salazie, Socolra, Hermiston, Prima. 10th September-	(Deferred) National Bank of China, Limited	2 8-	£5.5 buyers \$28 buyers
Rentomond, Sachsen, Adana, Segovia, Cholon, Pembrokeshire.	Do. Founders	<b>,</b> to	\$15 sellers
Homeward—27th August—Sambia, Kana- garga Maru, Sunda. 30th August—Wurzburg.	Union Insurance Society of Canton, Limited.		\$340
th September-Stuttgart. 10th September- Deucation, Sado Maru.	China Traders' Insurance Company, Limited North China Insurance Company, Limited	\$ 25 £ 25	\$65 sellers Taels 180 sellers
Arrivals at Homo-27th August-Kilai,	Vandeed Induction Association, Limited4.4		\$170 sellers
Annam. 6th—September—Alcinous, Glaucus, laion, 10th September—Guadi ma.	Canton Insurance Office, Limited Straits Insurance Company, Limited	\$ 20	<b>\$</b> 1
VISITORS AT THE HONGKONG	Fire Ins		\$342} sellers
HOTEL.	Hongkong Fire Insurance Company, Limited. China Fire Insurance Company, Limited		\$81
Anderson, Mr. W. H. Kiene, Mr. and Mrs. F. Lazarus, Mr. N.	Ship	_	
Angus, Mrs. Leech, Mr. and Mrs.	Hongkong, Canton, and Macao Steamboat	S 15	\$34}
Ansaldo, Capt. G. Massy Arnold, Mr. H. Littledale, R.E., Major	Company, Limited	f. 10	\$136
Bailey, Mr. W. S. R. P. Barlow, Mr. B. J. Long, Mr. & Mrs. D. M.	China and Manila Steamship Company, Lim-	~	\$62 sellers
Beckett, Mr. G. W. Lyon, Miss Bell, Mr. J. T. Lyon, Mr. J. M.	Douglas Steamship Company, Limited	\$ 50° \$ 50°	\$48 sales
Black, Mr. J. Macdonald, Mr. D. Bonner, Mr. A. Murlow, Mr.	China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£12 buyers
Brown, R.E., Major W. McAlliffe, Mr. J. B. McLaughlin, Mr. W.	China Mutual Steam Navigation Company, Limited—(Ordinary)	<u>f</u> 10	£12 buyers
Businstow, Mr. F.	China Mutual Steam Navigation Company,		L7 buyers
Carpenter, Mr. & Mrs. McLellan, Capt. and I. G. Mrs. E. E.	Limited—(Ordinary) Star Ferry Company, Limited	{\$ 10 {\$ 2\}	\$244 buyers \$91 buyers
Clark, Dr. Meiffie, Mr. H. Cole, Mr. G. E. Michael, Mr. S. J.	"Shell" Transport and Trading Company,		£2 12/6 seliers
Colombo, Mr. G. Micheaux, Mme. de Colson, Mr. J. S. Parfitt, Mr. W.	Limited	eries.	Z, 2 12 10 36 110 10
Cylindar, Mr. M. Patrick, Mr. J. Denroche, Mr. P. C. Pearce, Dr. W. W.	China Sugar Refining Company, Limited	<b>.</b> +	\$136
Devilbiss, Mr. D. M. Pilkington, Mr. H. S. Discombe, Mr. G. M. H.	Luzon Sugar Refining Company, Limited Min	3, 100	\$36 sellers
Dorchill, R.A., Major Pitcher, Mr. A. J.	Punjom Mining Company, Limited		\$5 sellers
Dyson, Major P. S. Price, Mr. H. Edwards, Mr. F. W. Quennell, Lieut. W. A.	Puniom Mining Preference Shares		\$1.25
Fernald, Mr. and Mrs. Reel, Dr. L. R. Field, Mr. A. G. Reid, Mr. A.	Société Française des Charbonnages du Ton-	Francs 250	\$325 5 cents
Fischer, Mr. Robertson, Mr. W. R. Gardyne, Mr. Bruce Schmidt, Mr. H.	Queen Mines, Limited Jelebu Mining and Trading Company, Limited	<b>3</b> 5	\$41 sales \$13 sellers
Gendron, Mr. P. Schouw, Mr. C. Gibson, Mr. Kennedy Sellars, Mr. E.	Raub A'lian Gold Mining Company, Limited Olivers Freehold Mines, Limited A	P 5	nominal
Glover, Mr. C. Sergeant, Mr. P. W. Grant, Mr. John Simpson, Mr. A. E.	Olivers Freehold Mines, Limited B  Docks, Wharve	<b>)</b> 5 (	nominal ng
Grimes, Mr. and Mrs. Slavin, Mr. J. M.	Hongkong and Whampoa Dock Company,	·	
Guignard, Mr. E. Smithers, Mr. R. G.	Limited		\$275 sales
Hamilton, Mrs. Stafford, Mr. T. C. Heckford, Mr. R. G. Taylor, Mr. D. G.	Company, Limited	) 4 · 50	\$98 buyers
Henningsen, Mr. H. F. Thomson, Dr. and Mrs. Howard, Mr. Thos. J. C. and child	Wanchai Warehouse and Storage Company, Limited	! .B 3/3	nominal \$25 buyers
Howkins, Mr. J. A. Tibbey, Mr. H. M. Hughes, Mr. W. K. Wakeman, Mr. G. H.	New Amoy Dock Company, Limited	snd Building	•
Huke, Mr. A. N. Wattie, Mr. J. A. Innes, Capt. Watts, Mr. and Mrs.	China Provident Loan and Mortgage Com-		
Irving, Mr. E. A. Frank W. Jeanin, Mr. M. Whiley, Mr. W. J. G.	pany, Limited	\$ 10	\$9.75 sales
Johansen, Mr. and Mrs. Whitton, Mrs.	pany, Limited	1 2 100	\$19t sellers
Judell, Mr. Q. Woollen, Mr. J. J. Katsch, Mr. E. A. Young, Mr. E. S.	ited	\$ 30 .	\$30 buyers ""
VISITORS AND RESIDENTS AT THE	Hongkong Hotel Company, Limited	50	\$127 buyers \$55
PEAK HOTEL.	Oriente Hotel Company, Limited		\$135 sellers
Baulton, Mr. J. F. Martin, Mr. R.	Limited		aryg seners
Beattie, Mr. James May, Mr. A. J. Benjamin, Mr. S. S. McDermott, Mr. A. P.	Hongkong Cotton Spinning, Weaving and	ı Mills.	
Bonnar, Mr. J. W. C. Millor, Mr. and Mrs. Brawn, R.E., Col. L. F. Perrott, R.A., Colonel	Dyeing Company, Limited Ewo Cotton Spinning and Weaving Company		Sill buyers
Brayne, Mr. H. F. R. Pitt, Mr. John, R.N. Brusse, Mr. G. Pollock, Hon. H. E.	I imited	. Tacis	Taels 40 buyers
Collard, Col. A. W. Qustinoff, Mr. M. Crookenden, Col. Rumsey, R.N., Hon	International Cotton Manufacturing Company Limited	I Tacis	Taels 35
Davies, Mr. W. Sawer, Mrs.	Laou-kung-mow Cotton Spinning and Weaving	" TWCI3 ' 10mm	Tacls 45
Drion, Mr. F. Sinclair, Mr. A.	Soy Chee Cotton Spinning Company, Limited Yahloong Cotton Spinning Company, Limited	di Tacis 500°	Taels 300 Taels 12½
Forbes, Mr. Andrew Stokes, Mr. A. G.	Cigar C	ompanies.	
Fraser, Mr. and Mrs. Thomson, Mr. J. S. H. W. Wheeler, Mr. W. H.	Alhambra, Limited	\$ 500 . \$ 50	nominal nominal
Graham, Mr. D. M. Wilgress, Mr. W. T. Gumprecht; Dr. Wilson, Mrs. W. an	Philippine Tobacco Trust Co., Limited  Wisco	llaneous.	
Hamilton, Major child Vright, Mr. and Mr.	Green Island Cement Company, Litmited	; \$, 10	Szi buyers
Lee, Mr. J. E. H. Taylor Mackay, Mr. J. A.	China-Borneo Company, Limited	. \$ 10	\$38 sellers \$16 sellers
CRAIGIEBURN.	Watkins, Limited Limited	\$ 10	\$10 sellers \$124 buyers
Anderson, Mr. Jas. Heemskerk, Mr. J. J. I	Hongkong Electric Company, Limited Hongkong and China Gas Company, Limite		\$61 buyers \$140 buyers
Bells, Mr. H. Helms, Mr. W. Brown, Mr. and Mrs. Langlands, A.O.D.	Hongkong Rope Manufacturing Company	y <sub>1</sub> ε το	\$1723
H. Matheson Capt. and Mrs. P. Crouch, Mr. I. W., Pvc. Mr. E. Burns	Limited	<b>\$</b> 25	\$55 sellers
Denison, Mr. and Mrs. Scott, Mrs. James  A. Sisters, Govt. Civ	Hongkong Ice Company, Limited	y,	
Edwards, Mr. G. H. Hospital Farrow, Capt. J. Surplice, Mr. and Mr.	Limited	\$ 6	\$8 buyers
Grimble, Mr. & Mrs. G. F. R. C.	Hongkong and China Bakery Company, Edition of the Company of the C	\$ 10	\$50 \$20 buyers
KOWLOON HOTEL.	Bell's Asbestos Eastern Agency, Limited United Asbestos Oriental Ag'cy, Limited	· 이 의 🏖	\$1.10 \$10 buyers
Frank, Mr. H. Holdon, Capt. H. N.	Tebrau Planting Company, Limited	9.14) ( Mg )	Sz sellers S194 buyers
Harges, Mr. Herm. Riegen, Mr. V. Holden, Mr. Geo. H. Salters, Mr. D. W.	Literationa Steam Water-boat Co. Limitsu		\$8 buyers \$20 sellers
	China Light and Power Co., Limited	<b>S</b> 50	\$50

BENJAMIN, KELLY & POTTS Share Brokers.

nominal

Telegraph Address-"Rialto." Telephone No. 148.

Robinson Piano Co., Limited .....

Manila Investment Co., Limited .....

#### STEAMERS EXPECTED.

.1		O I Estimate			<u> </u>
VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE.
	Done		Singapore	P. & O. S. N. Co	To morro
Palawan	B str.	A. L. Paterson	Con Diago	Butterfield & Swire	'I TOMINOTIO
Chelydra		r Te Camich	San Francisco	JP. M. S. S. Co	Sept. 17th Sept. 17th
Hamburg Prinz Heinrich	G str.	H. Magin	Tanan	Melchers & Co	Sept. 18th
	1 10 -4	1917	San Francisco	O. & O. S. S. Co	Sept. 24th Sept. 30th
Empress of China. Hongkong Maru	B str.	R. Archibald, R.N.R. W. E. Filmer	San Francisco	P. M. S. S. Co	Oct. 2nd

We would direct the attention of shipping firms to the style in which "Steamers Expected". and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms aiready supplied gratis, with the latest available information every day.

#### Intimation.

UNTOUCHED BY HAND.

and INVALIDS. INFANTS

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

#### CHINA COAST METEOROLOGICAL REGISTER.

	Join 1	BAROME-	TEMPERA-		Wit	ND.	WEA
STATION.	Hour.	TER	TURE.	DITY.	DIREC-	Force.	THE
					TION.	\ <del></del>	
	]						1
Władivostock	2 p.m.			<del>-</del> .	s,		-
Tokio	19	29.78			Sw	4	<u> </u>
Kochi	"	29.83 29.83			w	7.	
Nagasaki	"	29.83			SE	2	<b></b>
Kagoshima	1 p.m.	29.89	·		E	4.	
Taichu	,,	29.78			N	6	
Cainan	1,	29.78			N_	4	
Koshun	- <del>1</del>	29.80			NE	2	,
Pescadores	,,	29.82		, <del>, , ,</del>	NE	. 10	<del></del>
Gutzlaff	3 p.m.	<b>29</b> .96	77	61	N E	4	CA
Sharp Peak	**	29.87	78 86	65	NE	5	, D
Amoy	19.	29.85		55 .	TV E	3.	b
Swatow	11 (						
Canton	))	20.84	<b>8</b> 1-	62	E	2.	.0
Hongkong		29.84			ESE'	2	_
Victoria Peak	() 7	29.83		_	E	3.	<u> </u>
Gap Rock	,93 23 -	29.85	81		ESE	1	С
Haiphong	- •	<del></del>	· '		<u>'</u>	<b>—</b> *	
Vanila	4 p.m.	29.76	84	77.	WSW	. 2	C
Malate	3 p.m.	<u> </u>			SW:	3	C
Bacolod	31			ļ. ' <del></del>	S	2	op
lolio	77	29.82	81	, —	SE	2	0
Cebu	12	29.82	86		SW:	2	C
Cape S. James	51	· · ·	. 10		NW	<b>.</b> •	"
I		e' priem	BER, 1901	ΛM		<u> </u>	<u> </u>
	121 A	3 1 1 2 1 1	DEK, 1902	1	· -	l	
1	7 a.m.				_		
Władivostock				·			
Tokio					10	_	
Kochi Nagasaki			-			1	<b> </b> -
Kagoshima		<u> </u>			<b>–</b>	. —	
Taihoku		29.88	-			·—	<b>j</b> —
Taichu	,,,	29.80	<u> </u>	·	<u> </u>	<del></del> -	
Tainan	11	29.78	<u> </u>		E	2	-
Koshun	. , ,	29.79	-		NIE'	* 0	<del>-</del>
Pescadores		29.82			NE N	0	1
Gutzlaff	9 a.m.	,130.01	75 78	68	NE	4	
Sharp Peak	" . n	29.92		66	NE	2	-
Amoy		29.90	79	0.5		-	
Swatow	<b>31</b> 1	,	$\Box$		_	\	_
Canton	,1 10.2 M.	29.93	80	76	E	2	0
Hongkong	io a.m.		<u> </u>		SSW	1	·
Victoria Peak		29.93	i '		ENE	4	-
Macao	91 99	29.93	80		E	1	C
Haipong	7 a.m.			' <b>-</b> -	• • • • • • • • • • • • • • • • • • • •	<u> </u>	
Manila	10 a.m.	29.84	86	71	WSW	7	c
Malate :		<b>-</b>			-		C
Bacolod	"		·  ;		S	2	C
Iloilo	4 11	29.90	80		S	3	0
Cebu	17	29.90	89		SW	3	b
		L	1				_
Cape S. James	7 a.m.		<b>—</b>	_	SW	3	٥

On the 12th at 11.50 a.m. Barometric changes are slight. Pressure remains high over China, and relatively low in the Pacific to the S.E. of the Loochoos. Gradients continue slight for N.E. winds on the China coast, and for S.W. winds over the middle part of the China Sea. Forecast :- moderate or light N.E. winds ; fair.

First Assistant;

HONGKONG OBSERVATORY, Thursday, 12th September, 1901.

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	PROJE	CTED	SAIL	ings.

	, i	1 110000100		
-	Destination.	Vessels.	Agents.	Date of Leaving,
•	j.			
-	Anning S'tow & Amov.	Maidzuru Maru	Mitsui Bussan Kaisha	Sept. 18.
- ]	Title of Classes & Cimbo	Billing Maril	IIV. I USCII NAISIIA	Christal ar month
ļ	Down of Call	(Pring Heintich	MOLUTERIZACIO: PIOAGIIII	Ochty to! Wr. Hooft!
- 1	Fichow v. Sitow & Amov	Anning Maru	Mitsui Dussaii Maisua	<b>շշիւ, Հ</b> չ,
	Havre and Hamburg	Bamberg	Hamourg-Amrka Linica	1404. 2.
i	Havre and Hamburg	Andalusia	Hamburg-Am'ka Linie	
	Havre and Hamburg	Arabia	Hamburg-Am'ka Linie	
	Transact Hamburg	Käniggherg	Hamburg-Am'lia Linie	Oct. 19.
	III. 11 - a - A Cabo	Kaifong	Butterfield & Swire	Sept. 14
		11 AULOB	11°- 48° 43 34 134 CALJAA	
	l 7	i Kadparshire	Shewan, Tomes & Co	]a/C P4+ 44+
	1	IIIVESPS	iduticinam a danc	[Oct 13
٠	l Tandan	!!domenells.'	Butterneid & Swite	MOCKY 171
	1	V/16115	IDUITED OF DAME CONTROL	VV-04-14-
	T J	lacomemnon	ibutterneld & Switchia.	1.700. 20.
:	l Canadam .	iRombay	IP. & O. S. N. Co	Jocha St. st Hoon.
•	London & Ports of Call	Parramatta	landing Matheren & Co	Sept to at the
	Manila	Yuensang	Darane, Watheson & Co.	lant to
•	Manila	Sungkinng	Hambirg Amiles Linia	Sept to
	New York	Aragonia	Sharran Tomas & Co.	About Oct ac
	New York	Manuel Llaguno	Arnhold, Karberg & Co.	Quick degnatch
	New York	I. F. Chapman	Dowell & Co., Ltd.	1 <del>-</del> , , ,
	New York v. Suez Cana	i Satsuma	Shewan, Tomes &, Co	
٠	New York v. Suez Cana	IACIER	McGregor Bros. & Gow	
	New York v. Suez Cana	i Mooul	Dodwell & Co., Limited	About Sept. 21.
	New York v. Suez Cana	Mogul	Jardine, Matheson & Co	Oct. 15.
5,	San Diego & San F'co		Bulterfield & Swire	About Oct. 15.
	San Diego & S. F'co	Carlisle City	Butterfield & Swire	Sept, 15.
	I'm Para Sana in Tuesd	America Mart	Tovo Kisen Kaisha	Sept. 17, at noon.
. '	1 0 7 7	I II and the Antri Milliani	Toyo Kisen Kaisha	Oct. 12, at noon.
. '		INTERNATION AT MINE		THE THE THE STEEL STEELS
• •	I.C. Remains u. Johan	iliaciic	Lacine man are comme	discharge months
<u></u>	I Shanghai	.lw nampoa	Ubuliciticia or parie mai	
<u> </u>	Changelens	IMBIRWAII	P. & O. S. N. Co	About Sept. 14.
			Butterfield & Swire	Sept. 10.
_	Cinganhre Penang, AC.		Sander, Wielder & Co	See the second of
	I CINAPA DARANG AV INTR.	IA FERRICKELL AND CALL VENEZO (4)	D. Sassoon, Son & Co Douglas, Lapraik & Co	Sept. 15, at daying ne
٠,	Swatow, Amoy & T'sui.	Haimun	G Livingston & Co	Oct 2 of money
·. :-	Sydney & Melbourne	Mailin Maney	Mitsui Bussan Kaisha	Sent as
7	Tamsui	Waraiyantr	Butterfield & Swire	Sept. 22
W	Licuisin Shei &c.	Empress of Japan	Canadian Pfic R. Co.	Sept 25
W	Vancouver, v. Shai, &c	Empress of China	Canadian Pinc R. Co	Oct. 23.
1;	Vancouver, v. S'hai, &c	Empress of India	Canadian P'fic R. Co	Yov-20.
h .	Victoria, B.C., &c	Duke of Fife	Dodwell & Co., Limited	Sept. 10
11	Victoria, B.C., &c	Olympia	Dadwell & Co., Limited	JOct. 1. 6 Part Control of the Contr
n	Victoria, B.C., &c	Victoria	Dodwell & Co., Limited	10c4 is 1/2 1/2
ß	Victoria, B.C., &c,	Rioiun Maru	Nippon Yusen Kaislia	liebt 16. at noon.
<b>ب</b>	Victoria, B.C., &c	Braemar	Dodwell & Co., Ltd,	.lNov. 12.
7	Victoria, B.C., &c	Glenogle	Dodwell & Co., Limited	Nov. 26.
ď	Victoria, B.C., &c	Teenkai	Jardine, Matheson & Co	lquick despatch
٠.	L. Valenhama and Kahe	Trieste	Sander, Wieler & Co	Hieru 10. House the

Yokohama and Kobe. ... Trieste ............... Sander, Wieler & Co.... Sept. 19.

## VESSELS IN PORT.

Steamers. ARRATOON APCAR, British steamer, 2,879, E. Fey, toth Sept.,-Singapore 4th Sept., General.—David Sassoon, Sons & Co. AMERICA MARU, Japanese steamer, 3,460, P. H. Going, 7th Sept.,-San Francisco toth Aug., and Shanghai 5th Septy Mails and !-

General.-J. S. Van Buren. APENRADE, German steamer, 611, H. Lorenzen, 11th Sept.,-Haiphong 6th Sept., and. Hoihow 10th, General, Jebsen & Co. AWA MARU, Japanese steamer, 3,912, H. Trennt, 11th Sept.,-Singapore 6th Sept.,

General.—Nippon Yusen Kaisha. BAHELSBERG, German steamer, 1,379, A Rieckmann, 7th Sept.,-Samarang 29th Aug., Sugar. -Butterfield & Swire. CANTON, British steamer, 2,164, C. F. Lock-

stone, R.N.R., 6th Sept.,-London 27th July, and Singapore 31st Aug., General .--P. & O. S. N. Co. CARINTHIA, Austrian steamer, 1,734, Marocchino, 11th Sept., -Trieste and Bombay

24th Aug., General. -Sander, Wieler & CHARLES ROGIER, Belgian steamer, 1,292, Smith, 8th Sept., -Moji 1st Sept., Coals. --

CHINGTU, British steamer, 2,260, J. E. Williams, 8th Sept.,-Calcutta 27th Aug. DAIJIN MARU, Japanese steamer, 850, T.

Ogata, 11th Sept., -- Tamsui 8th Sept.; General.-Mitsui Bussan Kaisha. ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept .--- Manila 31st August, Ballast.---Brandao & Co. EMPRESS OF JAPAN, British steamer, 3,003,

II. Pybus, R.N.R., 11th Sept.,—Vancouver B.C. 20th Aug., and Shanghai 8th Sept., Mails and General.—C. P. R. Co. FAUSANG, British steamer, 1,415, T.A. Mitchell, and Sept.,-lava 23rd Aug., Sugar. -

Jardine, Matheson & Co. · · Glenkoy, British steamer, 3,141, Forbes Sciby, 31st Aug., -- Otam Ko 23rd Aug., Coal.-McCregor Bro. & Co.

HINO MARU, Japanese steamer, 1,097, B. Nakano, 8th Sept.,---Chefoo 4th Sept., General.-Mitsui Bussan Kaisha. HOHEAO, French steamer, 509, M. Merlees, 11th Sept.,-Pakhoi and Hoihow 10th Sept., General.—A. R. Marty.

HONG BEE, British steamer, 2,056, H. Peter, 11th Sept., -- Singapore 5th Sept., General. -Joo Teck Seng. INDRAVELLI, British steamer, 3,206, McGrath,

3rd Sept.,-Moji 29th Aug., General.-E. A. Trading Co. JACOB DIEDERICHSEN, German steamer, 623, G. Schlaikier, 11th Sept., - Hoihow 10th | Pique, twin screw, 2nd-class cruiser, 3,600 tons,

Sept., Rice and General.—Jebsen & Co. KAIFONG, British steamer, 1,024, G. H. Pennefather, 7th Sept.,-Hsin Ho 31st Aug., Government Stores.—Butterfield & Swire. KEONGWAI, German steamer, 1,115, A. von

Riegen, 11th Sept., -Bangkok 31st Aug., Rice and Teakwood.—Melchers & Co. LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.,-Moji 23rd August, Goal.-Jardine, Matheson & Co.

'Loongmoon, German steamer, 1,245, R. Schuldt, 9th Sept.,-Canton 9th Sept., General.—Siemssen & Co. LUCCA, Austrian steamer, 1,508, Andrew Zahej,

8th Sept., -Samarang 3oth Aug., Sugar. loo Tek Seng. MEXICAN PRINCE, British steamer, 1953, Penrice, 7th Sept.,-Singapore 25th Aug.,

and Amoyisth Sept., Petroleum.-Meyer.

MONGKUT, German steamer, 852, Götshe, 10th Sept., -Bangkok 3rd Sept., Rice. - Windson & Co. PAX, Belgian steamer, 1,207, E. Damster, 7th

Sept.,-Saigon 3rd September, General.-Melchers & Co. PHRA CHOM KLAO, German steamer, 1,012, J. A. Morris, 6th Sept.,-Bangkok 31st

Aug., Rice and Meal.—Melchers & Co. RADNORSHIRE, British steamer, 1,889, R. C. Bindloss, 10th, Sept., --- Singapore 3rd Sept., General.-Shewan, Tomes & Co.

SATSUMA, British steamer, 4:100, McPintosh, 3rd Sept.,-New York 17th June, and Manila 31st Aug., General.-Dodwell & Co., Ld.

SKERRYVORE, British steamer, 2,200, R. Cappleton, 6th Sept.,—Samarang and Java 29th Aug., Sugar. - Butterfield & Swire. SUNGKIANG, British steamer, 1,021, S. W. Moore, 11th Sept., -Cebu 7th Sept., Gene-

ral.-Butterfield & Swire. TRYONIA, British steamer, 1,069, Powell, 20th Aug., -Shanghai 16th Aug., Kerosine. -Arnhold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.,-Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ld. YUENSANG, British steamer, 1,128, P. H. Rolfe, ReN.R., 9th Sept.,-Manila 6th Sept., General.—Jardine, Matheson & Co.

Sailing Vessels.

BRIZEUX, French ship, 1,400, Gonrio, 7th Aug., -Cardiff 17th April, Coal.-Order. CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,-Manila 9th May, Ballast .- Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.,-Haiphong 15th Aug., Ballast. HELEN H. WYMAN, American ship, 1,664, D.

A. Vanhon, toth Sept.,-Chefoo 28th Aug., Ballast.—Arnhold, Karberg & Co. L. F. CHAPMAN, American ship, 2,013, Chap-

man, 10th Aug,-Kobe 19th July, General -Arnhold, Karberg & Co. LAUNBERGA, American bark 906, McDougall, 14th Aug.,-Cebu 6th Aug., Ballast.-

Master. L. Schepp, American ship, 1,673, Kendall, 5th July,-Manila 25th June, Ballast.-Car-

lowitz & Co. MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June,-New York 3rd Mar.,

Kerosine Oil .-- Standard Oil Co. SEA WITCH, American ship, 1,172, Howes, 21st Feb.,-Manila 18th Feb., Ballast.- Master STATE OF MAINE, American ship, 1,467 Colcord, 8th Sept.,—New York 4th May,

Kerosine.—Standard Oil Co. Susquehanna, American ship, 2,590, M. T. Ballast.—Siemssen & Co. VALE OF DOON, British bark, 672, Peterson,

31st Aug.,-from Nar Yun, Wood.-Sander, Wieler & Co.

#### HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

\*Hongkong, September 12th, 1901. Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Weihai wei.

i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong. Algerine sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Gremiastchy, Russian armoured cruiser, 1,492

Confdr. W. Carey, Shanghai.

Arethusa, and-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung. Argonaul; 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N.,

cruising. Astrad, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., to guns, Capt. C. J. Baker, Amoy. Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., pal-wel.

guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki. Blankeim, ist class griuser, 9,000 tons, 12 guns,

21,411 i.h.p., Capt. Henderson, C.M.G. "Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

5,000 j.h.p., Commander Sir Bourchier Wrey, Bart., Singapore. Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird,

Brisk, 3rd-class cruiser, 1,705 tons, 6 guns,

Dapline, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei. Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai. Eclipse, 1st-class cruiser, 5,600 tons, 11 guns,

8,000 i.h.p., Capt. Stokes, Amoy. Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G. Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-

Fame, twin screw, torpedo-boat destroyer, 360 tions, 6 guns, 5,400 i.h.p., in reserve. Firebrand, 3rd-class gunboat, 455 tons, 4 guns,

360 i.h.p., Lt. and Beaty Pownall, Canton. Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-Goliath, 1st-classbattleship, 12,950 tons, 16 guns,

13,500 i.h.p., Capt. L. Wintz, Shanghai. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve. Handy, twin screw, torpedo-beat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut, and Com.

G. C. Hardy. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong, ---Isis, and-class cruiser, 5.600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O.,

Hongkong. Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 i.h.p., in reserve. Ocean, 1st-class battleship, 12,950 tons, 13,500

i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wei-hai-wei. Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt: J. H. Hurke, C.B., Shang-

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Coin. C. P. Mansel.

Phanix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nichelson, Canton. Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.

8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Slyanghai. Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. U. V. de M.

Cowper, Shanghai. Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong. Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett,

Shanghai. Robin river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River. Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 j.h.p., Lt.-Comdr. Carr, West Snipe, river-gunboat, 85 tons, 2 gans, 240 i.h.p., Lieut, and Commander Dalgety, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong. Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong. Talbot, and-class cruiser, 5,600 tons, 11 guns,

8,000 i.h.p., Capt. F. G. Stopford, Wei-Tumar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong. Terrible, 1st-class battleship, 14,200 tons; 30

guns, 25,000 i.h.p., Capt. Percy Scott, C.B. Wei-hai-wei. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying-ship, 620 tons, 450 i.p.h.,

Lieut.-Comdr. Lyne, Shanghai. Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.

Wivern, coast desence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang. Woodlark, river-gunboat, 't 50 tons, 2 guns, 550

i.h.p., Lieut.-Comdr. H. E. Hillman, Torpedo-boats in Reserve Nos. 8 and 20, 35,

36, 37 and 38, first-class; and 3 second-class

#### Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai. Holland, Dutch cruiser, 8 guns, 3,900 tons,

9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singa-

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow. Leopard, Austrian cruiser, 1,600 tons, Captain

. Müller, Saigon. Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons,

4,736 i.h.p., Capt. Jansen, Taku. Zaire, Portuguese gunboat, 600 tons, Captain

Mello, Hongkong. Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

#### The Russian Squadron.

Bailey, 24th July,-Manila 17th July, Admiral Korniloff, Russian armoured cruiser. 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Admiral Nukhimoff, Russian armoured cruiser, · 28 guns, 9,000 tons, 8,000 i.h.p., Capt.

Vserolojsky, at Tientsin. Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

Dimitri Donskoy, Russian armoured cruiser, Comdr. Sharon, at Taku. Albion, 1st-class battleship, 12,950 tons, 13,500 | Gaidamak, Russian gunboat, 400 tons, twin

screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

tons, twin screw 12 guns, 2,000 h.p., Capt. / Miklashevsky, at Shanghai.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku. Mandjour, Russian cruiser, 1,213 tons, twin Frique, gunboat, 693 tons, Capt. Adam, at screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 | 4 i.hip., 8 guns, Capt. de Surgy, at Hongguns, 9,000 h.p. Capt. Yenish, at Nagasaki. 12 guns, Capt. E. H. Bayly, C.B., Wei- Nayssdalk, Russian cruiser, 1,334 tons, 14 guns, Ist class cruiser, 4,500 tons, 10 guns, Amagi, 1,030 tons, 13 guns, 720 h.p., 2t Yoko-7,800 h.p., Capt. Zarine, at Nagasaki.

twin screw, 12 gdns, 2,000 h.p., Capmin Coprianoff, at Shanghai.

Petroparlovski, Russian battleship, 12,000 tons, Capt. Greväis, at Nagasaki, Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojirotf, at

Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore. Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port-Arthur, Sevastopol, Russian Untileship, 10,900 tons, 13,000 i.h.p., 16 guns, Capt. Meleusky, at

Stlatch, Russian gunbout, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p. Capt. Mollas, at Taku. Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin,

at Nagasaki. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. Vladimir Monomach, Russian cruiser, 6,000

tons, 16 guns, Prince Ouchtomsky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia,

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

#### (1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.-Foret, Russian torpedo boat, 23 tons, t gun, 220 h.p., t6 knots. Jantchicht, Russian torpedo boat, 87 tons, 4

guns, 970 h.p., 19 knots. Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai. Kil, Russian torpedo boat, 350 tons, Captain - Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sirik, Russian forpedo boat, 23 tons, 1 gun, 220

h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai. Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sontchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4

#### RUSSIAN TORPEDO FLOTILLA.

guns, 1,800 h.p., 22 knots.

. (SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons, . 3 guns, 2 torp tubes 1,100 h.p., speed 12 Revel, 1st class, Russian torpedo boat, 96 tons,

3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeieff. \* Flagship of Rear-Admiral F. V. Dubossoff.

#### Flagship of Rear-Admiral Recupoff. THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gestion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy. Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

\*\*\* Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung. Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung. Hertha, German cruiser, 6,000 tons, 30 guns, Capt.\_von.Usedom, at Shanghai.

Iltis. German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sthamer, at Canton. Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki. Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foothow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy. \*\* Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr., Daehnhardt, at Shanghai. Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow. Seeadler, German cruiser, 1,600 tons, 8 guns,

Comdr. Schack, at Amoy. Tiger, German gunboat, 900 tons, 10 guns, Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 tons,

40 guns, Capt. Holmeier, at Amoy. Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-

No. 90, German torpedo-boat, 320 tons, Capt. Hoepimer, at Shanghai. No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai. No. 92, German torpedo-boat, 320 tons, Capl. Fluinrich, at Shanghai. \* Flagship of His Excellency Vice-Admiral

\*\* Flagship of Rear-Admiral Geissler.. \*\* \* Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON. Alonetie, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki. Amiral Charner, 2nd-class cruiser, 4,700 tons,

Bengali, and class dispatch-boat, Lt.-Comda De La Croix de Castries, at Nagasaki. Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Defevre, at Shanghai. Chasseloup Laubat, 2nd-class cruiser, 4,000

Comtte, gunboat, 600 tons, Capt. Louel, at 5,893 tons, twin screw, 34 guns, 7,000 h.p., Decidee, gunboat, 690 tons, Capt. Maresubetter Tukushi, 3rd class, 1.300 tons, Capt. S. at Taku. \* D'Entrecasteaux, 1st class cruiser, 8,100

> Descarles, and class protected cruiser, 4,000 tons, 36 guns 631 î.h.p., Captain Saulne, at

> Guichen, 18t-class cruiser, 8,277 tons, 24,000

8,000 i.h.p., Capt, Aubin, at Taku.

Barffeur, 1st-class buttleship, 13,000 tons, 14 Olvarny, Russian armoured craiser, 1,490 tons, [Kermint, 3rd class craiser, 1,300 tons, 13 guns, 2,200 i.h.p., Cupt. de la Motte du Portail, at Saigon.

Lion, gunbout, 500 tons, 8 guns, 576 h.p., Capt. Fascal, and class protected cruiser, 4,000 tons,

36 guns, 9,000 i.h.p., Capt. M. Motet, at Styr, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surprise, gunbout, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai. Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong

Vipere, gunbout, 400 tons, Captain G. del Villeneuve, at Foochow. \* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. critiser, 3,500 tons, Comdr. J. E. Craig, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hong-

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Coindr. S. W. Very, at Shanghai. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunbeat, 1,200 tons, Capt. Bowman, at Hongkong. Glacier, U.S. supply-ship, Lieut.-Comdr. A

Mertz, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila. Isla de Luvon, U.S. gunboat, 1,330, Comdr. J.

V. B. Bleecker, at Manila. Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Nazro, at Manila. Mariella, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S. double-turret monitor, 4,090

tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton. Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. B McCullam, at Manila. Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095

h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong. Wheeling, U.S. gunboat, 1,000 tons, 6 guns,

1,081 h.p., Com. W. T. Burwell, at Manila. Wilmington, U.S. cruiser, 2,222 tons, Capt. C. Powan, British steamer, 1,873, A. N. Patrick,— Q. Allibone, at Amoy. Vorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemile, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J L. Purcell, U.S.N., at Hongkong.

Manila.

THE ITALIAN SQUADRON. Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai. Stromboli, Italian eruiser, 4,033 tons, Captain Cecconi, Hongkong. Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 i.h.p., Capt. Zezi, at Shanghai. Veller Pisani, Italian cruiser, 6,700 tons, Capt.

#### V. Onofrio, Shanghai. JAPANESE MEN-OF-WAR.

Battleships. Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan. Vashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka. Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho. Itsuskushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure. Hashidate, 1st class, 4,277 tons, 35 .guns, 5,400 h.p., at Yokosuka. Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan. Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p.,

at Yokosuka. Cruisers. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho. Chitose, protected cruiser, 4st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure, Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Capt. Hiroo Tonji, at Japan.

Yoshino, protected cruiser, Ist class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai. Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila. Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung. Chiyoda, protected cruiser, 1st class, 2,450 tons,

27 guns, 5,500 h.p., at Kure. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns; 10,000 h.p., at Yokosuka... Suma, protected cruiser, 1st class, 2,750 tons; Capt. Shimamura, 24 guns, 8,500 h.p., at

Ideumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan. Sai-yen, protected cruiser, 1st class, 2,300 tons. 15 guns, 2,800 h.p., at Yokosuka. Akitsushima, protected cruiser, 1st class, at Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p.;

at Taku. tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Takao, 2nd class. 1,760 tons, 15 guns, 2,400 h.p., Luc, at Foochow. Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan. 🔑 Mastui, 12 guns. 2,887 h.p., at Japan.

Osagi, cruiser, at Taku. tons, 26 guns, 13,500 l.h.p., Capt. de Sayanami, torpedo boat destroyer, 305 tons, Marolles, at Taku.

Capt. J. Takenonchi, at Iapan. Bloops and Corvettes. Musaski, 1,490 tons, 10 guns, 1,600 h.p., at

Yokosuka.

Eure, Dispatch-transport, Capt. Vallee, at Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Vamato, 1,480 tons, 10 guns, 1,600 b.p., at Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan. Kalmon, 1,360 tons, to guns, 1,125 h.p., at

Ochima, 640 tons, 10 guns, 1,200 h.p., at Saseho.

Akagi, 620 tons, 10 guns, 700 h.p., at Shanghai. Alago, 630 tons, 10 guns, 700 h.p., at Taku. Maya, 620 tons, 10 guns, 700 h.p., at Kure. Chiokai, 620 tons, 10 guns, 700 h.p., at Taku, Soko, 572 tons, 4 guns, 400 h.p., at Sascho. Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Chinto, 490 tons, 5 guns, 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 hip. Yakichio, gunboat, 4,000 tons, Capt. Yakis, at

Torpedo-gunboat. Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka. Torpedo-boats.

Murakumo, 279 tons, at Ujina. Shinonome, 279 tons, at Kurc. Yugiri, 279 tons, at Takeshiki. Shiranuki, 279 tons, at Kobe. Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan. Kolaka, 190 tons, 6 torpedo; tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

Akedono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan. Obow, torpedo-catcher, 318 tons, Capt. Camada, 14 boats (Creusot), 56 tons, 2 torpedo-tubes,

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 1 boat (Normand), 75 tons, 2 torpedo-tubes, 2 boats (Schichau), 90 tons, 3 torpedo-tubes,

4 boats (Yarrow), 40 tons 3 torpedo-tubes, to boats (Yarrow), to tons, 3 torpedo-tubes,

620 h.p. Miscellaneous. Tokiwa, at Yokosuka.

Fuso, at Kure.

Naniwa, at Yokosuka. Rinjo, armoured cruiser, 2,530 tons, 10 guns, (used as gunnery training ship.) Monadnock, U.S. double-turret monitor, 4,000

Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. . (used as training ship.) Tsukuba, wooden screw steamer, 1,989 tons,

10 guns, 520 h.p., at Edajima. (used as training ship;) Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.

(used as a hulk.) Tingel wooden paddle steamer, 1,465 tons, small guns. (used as torpedo training ship.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones, --- Hongkong, Canton, & Macao Steamboat

Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,252, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain

-Chinese Owned.

Steamboat Cor

Tai-on, British steamer, 728, J. Lawrence,-Tai On Steamship Co. Pak Kong, British steamer,—Kwong Wan S.S. Kong Nam, British steamer, T. Austin, R.N.R.

Hongkong and Macao Heungshan, British steamer, 1,055, W. E Clarke,-Hongkong, Canton and Macao

Macao and Canton. Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,-Hongkong, Canton and Macao Steamboat Co. Kiangtung, Chinese steamer, 583, R. J. Mackenzie,-China Merchant Steam Naviga-

Canton and West River. Lungkiang, British steamer, 141, R. D. Thomas, -Hongkong, Canton and Macao Steam-

City of Whampon, Chinese steamer, 40,—Ah

Sun Chow, Chinese steamer,—Ah Yon. Hongkong and West River. Saikong, British steamer, 259, D. Bowie,-Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S.

Kwai Lum, British steamer, -Kai Hing & Co. Lil, American lorcha. Nanning, British steamer, J. J. Lossius, Hong-\$1 each insertion in the Daily and Weekly. kong, Canton and Macao Steamboat Co.,

—J. M. & Co. and B. & S.

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## Post Gince.

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instant, at 5 P.M.

For Hollow and Haiphong-Per Jacob Diedericksen, to-day, the 12th instant, at 5 P.M. For Canton Per Honam, to-morrow, the PROGRAMMES. 13th instant, at 7.30 A.M. For Kobe and Yokohama-Per Awa Maru, to-morrow, the 13th instant, at 9 A.M. For Singapore, Colombo and Bombay-Per

For Amoy-Per Hongbee, to-morrow, the 13th instant, at 1 P.M. For Macao-Per Heungshan, to-morrow, the 13th instant, at 1.15 P.M. For Singapore, Sourabaya and Samarang-Per Fausang, to-morrow, the 13th instant, at

Milke Maru, to-morrow, the 13th instant, at

For Shanghai-Per Flandria, to morrow, the 13th instant, at 2 P.M. For Manila-Per Yuensang, to-morrow, the 13th instant, at 4 P.M. For Canton—Per Fatshan, to-morrow, the

13th instant, at 5 P.M. For Haiphong-Per Apenrade, to-morrow, the 13th instant, at 5 P.M. For Europe, &c., India, via Tuticorin-Per Parramatta, on Saturday, the 14th inst, at

Radnorshire, on Saturday, the 14th instant, at mun, on Saturday, the 14th instant, at 2 P.M. For Iloilo and Cebu-Per Kalfong, on Satur day, the 14th instant at 4 P.M.

For Nagasaki, Kobe and Yokohama—Per

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